

Latitude 38

VOLUME 181, JULY 1992

CIRCULATION: 48,000



BULK RATE
U.S. POSTAGE
PAID
ROBECK'S
Mailing Serv., Inc.

YOU WANT FUEL



WE'VE GOT FUEL!

Boating Season is upon us. Every Powerboater knows you can't go anyplace without it (every Sailboater knows you don't want to go anyplace without it), it costs MORE if you have to cruise someplace else to get it and getting it should be easy.

Here at Grand Marina, our Fuel Dock is conveniently located right here, next to the Marina. You don't have to go anyplace else.

Come on in and we will cheerfully service your boat.

GRAND MARINA & MARINE CENTER,
the finest in boat care and homeports.

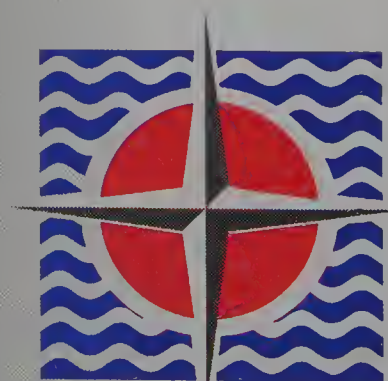
OFFERING:

- Over 400 concrete berths 30 to 60 feet
- Secured Gatehouses (key accessed only)
- Dockside Electrical (up to 50 A - 220 V)
- Cable TV & Telephone Services
- Dry Storage
- Heated & tiled restrooms with individual showers
- Beautifully Landscaped with ample parking
- Full service Fuel Dock and Mini Mart
- Sailboat & Powerboat Brokers on site

BOATYARD &

MARINE CENTER:

- 60 Ton TRAVELIFT
- Haulout Facilities
- Electronics Sales and Service
- Engine and Mechanical Repair
- Machine Shop
- Woodworking



GRAND MARINA

GENTRY - ANDERSON

Leasing Office Open Daily

2099 Grand Street, Alameda, CA 94501

(510) 865-1200

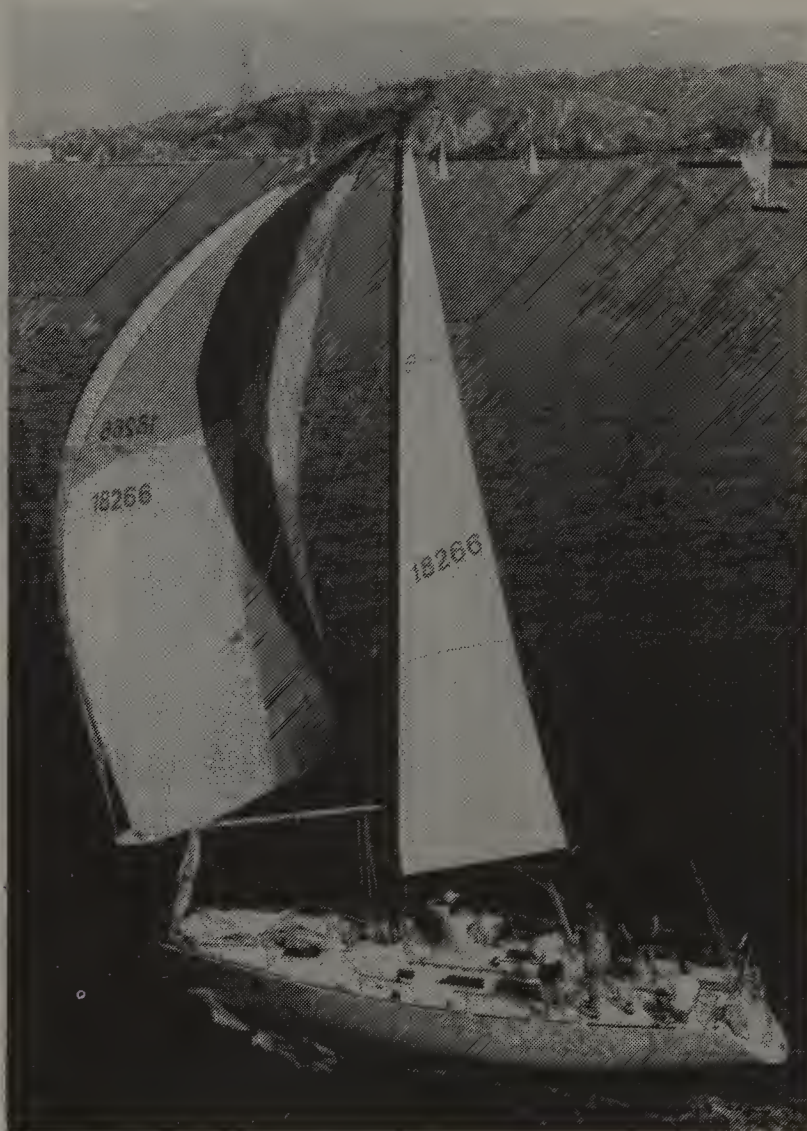
FREE HAULOUT WITH SIX MONTH BERTH LEASE

A Wind Win Situation

"Request," Glenn Isaacson's Express 37, won her class in this spring's Memorial Day SFBSA Regatta, finishing first in three of the five races.

The series was a windy one, challenging driver and crew and testing sails, upwind and down. Glenn drove the boat masterfully, the crew handled every difficulty brilliantly. The Kevlar class jib pointed the boat high and fast on the wind, the spinnaker afforded both speed and control off the wind.

Success is seldom simple. But its ingredients are often obvious. Put together a great team and give them the tools they need. Glenn, Kame, Carl, Joe, Lance, Michael, David, Brad, Joss, Patrick, Todd, Mike—and Pineapple Sails.



Request*

Pineapple Sails:
Official Sponsor of
MYCO'S 14th Annual
Oakland to Catalina Race

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2
Sails in need of repair may be dropped off at:
West Marine Products in Oakland or Stockton
Svendsen's in Alameda • Seabird Sailing Center in Berkeley

Pineapple Sails is proud to be
sailmaker for Peter Hogg,
holding the single-handed
record to Japan,
sailing "Aotea"



PINEAPPLE SAILS

(510) 444-4321

123 SECOND STREET, OAKLAND, CALIFORNIA 94607

*Powered by Pineapples

**SELLERS: WE HAVE MORE PEOPLE
LOOKING AT SAILBOATS THAN
ANYONE IN NORTHERN CALIFORNIA.
FOR RESULTS LIST WITH PASSAGE.**

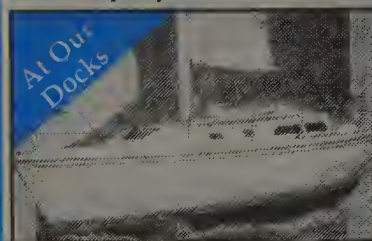
ON DISPLAY



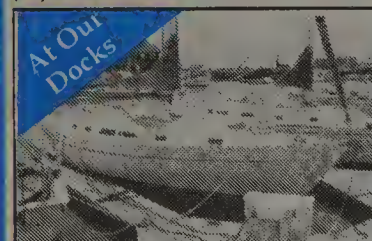
BENETEAU 375, 1985. Exceptionally clean performance cruiser. Traditional teak interior. Don't miss this one. \$72,900.



1981 NIAGRA 35. Spacious cruiser with plenty of equipment. Unique cabin layout. Canadian quality. \$59,500.



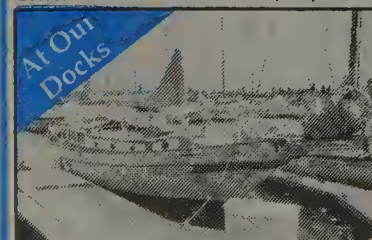
1983 CATALINA 36. Beautifully maintained by concerned owner. Harken II furling. Oversized winches. Autopilot, etc. \$62,000.



1989 PASSPORT 41. Bob Perry's masterpiece of function and beauty. Mint condition, furling, windlass. Reduced to \$179,500.



1988 PASSPORT 37. Motivated seller has loaded the boat with the best equipment. Bristol condition. Offered at \$125,000.



CT-41 KETCH. A classic beauty with a proven cruising history. Would also make a comfortable liveaboard. \$63,900.

PARTIAL LISTING

21' MARIEHOLM, 1971	2,500
25' CAL, 1968	4,000
26' YAMAHA, dsl, 1984, go fast	21,500
27' CATALINA, 1984	29,500
27' CAL 27 MKIII, 1984	24,900
28' ISLANDER, 1984	24,900
29' BAYFIELD, 1978 pocket cruiser	24,900
30' DUFOUR, 1970, refurbished	19,900
30' SANTANA, 1976, diesel	21,500
32' ERICSON, 1976	24,000
32' VALIANT, 1977 epoxy bottom .	45,000
32' ISLANDER, 1977	28,500
33' PEARSON, 1986	65,900
34' WYLIE, 1980	39,500
35' CHRIS CRAFT, 1963, ctr cockpit	45,000
35' NIAGRA, 1981	59,500
36' FREEDOM, 1975	114,500
36' PEARSON, 1985	85,000
36' S-2, 1979, ctr cockpit	72,900
36' CATALINA, Bristol	62,000
37' PASSPORT, 1988	125,000
37' TAYANA, 1985	89,500
38' SABRE, 1988	159,000
38' MORGAN, 1979	61,000
39' PEARSON, 1972, loaded	62,500
40' BERMUDA, Hinckley, 1964	134,000
41' MORGAN KETCH, 1979	69,900
41' CT KETCH	63,900
41' HINCKLEY, 1965	120,000
41' PASSPORT, 1989	179,500
41' NELSON-MAREK, 1982	59,900
41' C&C, 1984	114,500
42' PASSPORT, 1985	Inquire
43' MASON	149,000
43' CHEOY LEE M/S, 1988	249,500
45' JEANNEAU, 1984, loaded	145,000
47' RHODES M/S, 1971	125,000
49' HINCKLEY, 1973	285,000
51' PASSPORT, 1983, ctr cockpit ..	325,000
53' MASON, 1984	325,000
59' HINCKLEY SOU'WESTER, 1984	595,000

POWER

30' SEARAY WEEKENDER	47,000
35.5' BAYLINER FLYBRIDGE, 1979 ..	43,000
36' TIARA OPEN	260,000
36' TIARA CONVERTIBLE, 1990	179,000
38' PT TRAWLER, 1979	65,000
43' TIARA CONVERTIBLE, 1991	425,000
52' BESTWAY	239,000

BENETEAU BROKERAGE

31' BENETEAU FIRST race, '91	69,000
32' BENETEAU FIRST, 1983	39,000
34' BENETEAU FIRST 345, '88	79,000
34' BENETEAU OCEANIS 350, '89	89,000
40' BENETEAU FIRST 405, '89 ..	129,500
42' BENETEAU, FIRST 42	129,000
43' BENETEAU OCEANIS 430	175,000
45' BENETEAU FIRST 45f5, '91	239,000



1220 Brickyard Cove Rd.
Pt. Richmond, CA 94801
(510) 236-2633

**BUYERS: Purchase any brokerage
boat from us in July and we'll pay
for the haulout and survey.**

CONTENTS

subscriptions	6
calendar	20
letters	36
loose lips	84
sightings	86
delta	104
sss transpac preview	110
moorean memories	116
barcelona bound	120
unsung heroes	122
pacific cup preview	128
max ebb: weatherfaxes	132
world of charter.	136
the racing sheet	144
changes in latitudes	156
classy classifieds	170
advertisers' index	182
brokerage	182

COVER PHOTO: *Latitude*/Christine Weaver
A fine finish for a majestic mariner

Graphic Design: Colleen

Copyright 1992 Latitude 38 Publishing Co., Inc.

Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.

We Offer Choices not Compromises!

BIG BOATS FOR UNLIMITED HORIZONS

When bigger things call you in life and you know you won't be satisfied with anything except the best, it's time to come to Passage Yachts. As the exclusive West Coast Big Boat Dealer for Island Packet and Beneteau, we have the product choices and expertise to meet your aspirations, be that grand prix racing or extended ocean passage making. Our big boats offer unparalleled value and luxury at very affordable prices.



BENETEAU OCEANIS 510

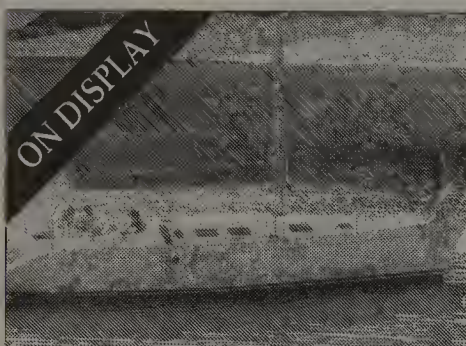


ISLAND PACKET 44

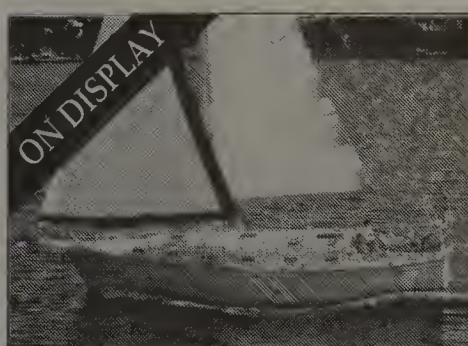
MIDSIZE BOATS BIG ON VALUE

If you're looking for extreme comfort and the most for your money, we've got the choices. Whether your passion is cruising or racing, Island Packet and Beneteau offer you the quality alternative at competitive pricing.

The rigorous attention to detail that goes into every Beneteau and Island Packet yacht guarantees you years of carefree ownership and the best resale values in the industry.



BENETEAU FIRST 38s5



ISLAND PACKET 38

BIG BOATS IN SMALLER PACKAGES

Some really great things come in small packages and that's particularly true when it comes to the smaller Beneteaus and Island Packets. Great space utilization, comfortable layouts and a long list of standard features and equipment insure your comfort and safety. Best of all, our guaranteed trade-in program allows you to move up in size easily when the time comes for a larger yacht.



BENETEAU FIRST 310



ISLAND PACKET 32

CONGRATULATIONS TO . . .

- John Linneman's *Mystical Creampuffs* (Beneteau 45f5) for winning 1st place in PHRO II Spring Series
- Bill Dorschand and *Buddha Thumb* (Beneteau 45f5) for 1st in Division A and 1st overall in the Wheeler Regatta

• JULY SPECIALS •

- All of our current inventory boats carry money saving pricing incentives.
- If you purchase any boat from our stock during July, you will also receive a free lifesling system along with your choice of any 2 of the items listed below:
 - 1 - Dodger
 - 2 - Hand Held GPS
 - 3 - Stereo Cassette System
 - 4 - \$1,200 of your choice of gear from West Marine



1220 Brickyard Cove
Pt. Richmond, CA 94801
(510) 236-2633
Fax (510) 234-0118

New Boats On Display

SAIL

BENETEAU Oceanis 510
BENETEAU Oceanis 370
BENETEAU Oceanis 350
BENETEAU First 45f5
BENETEAU First 38s5
BENETEAU First 35s5
BENETEAU First 310
ISLAND PACKET 44
ISLAND PACKET 38
ISLAND PACKET 35
ISLAND PACKET 32

POWER

TIARA 3600 Convertible
TIARA 3100 OPEN

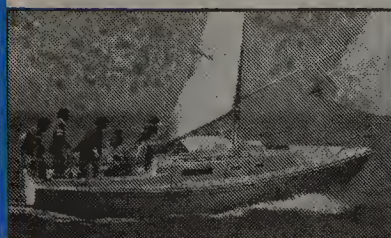


SMALL YACHT DIVISION

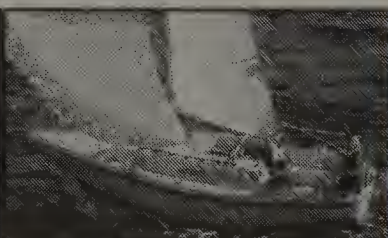
Specializing in:

- Boats under \$25,000
- Coastal cruisers
- Bay daysailers
- Racers
- Trailerables

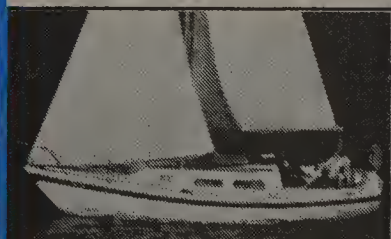
JULY SPECIALS



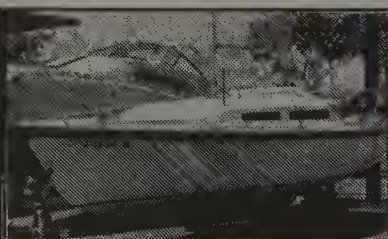
27' CAL III 19,500
Very clean, diesel powered.



27' ERICSON 12,900
Anxious owner - make an offer.



CAL 2-29 19,900
Fun family Bay boat.



25' MACGREGOR 4,995
Hook up the trailer and go.

BROKER'S CHOICE

20'	FLICKA	18,900
23'	MERIT, trailer, dealer demo	6,900
25'	SEIDELMANN	9,500
25'	CORONADO 25	5,200
26'	CHRYSLER, trailer	14,900
26'	EXCALIBUR, trailer	6,500
27'	ERICSON (2)	12,900
27'	CAL III	19,500
28'	CORONADO	Listing Pending
28'	P (Folkboat) "woodie"	7,800
28'	CAL	9,995
29'	ERICSON	19,950
29'	ELITE	Make Offer
30'	BENFORD pocket cruiser	24,500
30'	WILDERNESS	14,500
30'	CATALINA	24,900

SLIPS & DRY STORAGE AVAILABLE

(510) 521-2010

GRAND MARINA
2099 GRAND STREET
ALAMEDA, CALIFORNIA 94501
FAX (510) 522-6198

SUBSCRIPTIONS

- ☐ Enclosed is \$20.00 for one year
Third Class Postage (Delivery time 2-3 weeks; Postal Service will not forward third class, so you must make address change with us in writing. Please allow 4-6 weeks to process changes.)
- ☐ Third Class Renewal (current subscription)
- ☐ Enclosed is \$45.00 for one year
First Class Postage (Delivery Time 2 to 3 days)
(Canada: First Class Only)
- ☐ First Class Renewal (current subscription)
- ☐ Gift Subscription - Gift Card to read from:

We regret that we cannot accept foreign subscriptions, nor do we bill for subscriptions. Check or money order must accompany subscription request.

Name

Address

City

State

Zip

INDIVIDUAL ISSUE ORDERS

Current issue = \$5.00 • With classy ad placed = \$3.00
Back Issues = \$7.00 (must indicate exact issue by month or vol. #)

DISTRIBUTION - Northern California

- ☐ We have a distribution point (business/yacht club) in No. Calif. which will distribute copies of *Latitude 38*. Enclosed is our name and street address. Copies will be sent via UPS at no cost to the distributor.
- ☐ Please send me further information for distribution outside Northern California.

Name

Address

City

State

Zip

County

Phone Number

Latitude 38

"we go where the wind blows"

Publisher & Executive Editor Richard Spindler
Co-Publisher Kathleen McCarthy

Managing Editor John Riise
Associate Editor Rob Moore
Advertising John Arndt
Advertising Mitch Perkins
General Manager Colleen Levine
Production Mimi Atkinson
..... Christine Weaver
Bookkeeping Tina Dunne
..... Robyn Tedd

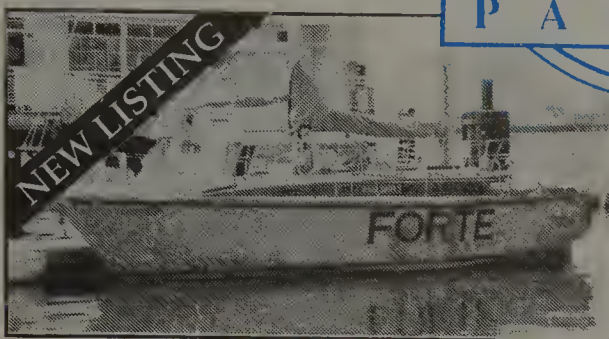
Printed on Recycled Paper When Available

P.O. Box 1678, Sausalito, CA 94966
(415) 383-8200 • Fax: (415) 383-5816

LOCATED
GRAND MARINA
ALAMEDA

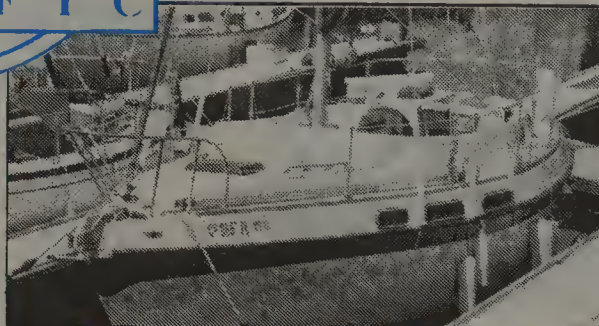


(510)
521-1929



32' CUSTOM ALUMINUM 1984

A Dutch, custom built, aluminum sloop with European elegance and reliability. Full sail inventory and beautiful teak interior. A performance bluewater sailing vessel built for comfort and safety at sea. At our docks. Offer at \$56,000.



36' MORGAN OUTISLAND 1978

An affordable liveboard with a private aft cabin. With over 6'4" of headroom you should never bang your noggin again. Spacious interior, uncluttered decks, Volvo diesel and much more. At our docks and asking only \$39,500.



BROKERS CHOICE



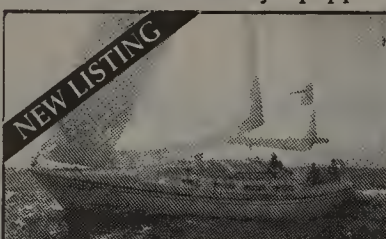
20' FLICKA	18,900	38' C & C	65,000
27' CAL III	19,500	38' ISLANDER C	86,500
29' ELITE	29,500	39' CAL CORINTHIAN	79,900
30' BENFORO	24,500	40' FUJI	89,500
30' PEARSON 303	49,900	40' COLUMBIA	44,500
30' CAPE DORY	69,950	40' ENOEAUVOUR	79,000
30' BABA	64,000	40' CHEOY LEE OFFSHORE 40	59,000
31' CRUISING CATAMARAN	44,500	41' SEA STAR	89,500
32' RUSTLER	39,000	41' KINGS LEGEND	77,000
32' ANASTASIA	44,500	41' ISLANDER FREEPORT	89,000
32' ENOEAUVOUR	28,900	41' MORGAN OI	79,000
33' CUSTOM OLSON	34,900	42' FREEDOM	189,000
34' CORONADO	29,500	44' MASON KETCH	225,000
34' ERICSON 1989	79,500	44' LANCER	149,000
35' ALBERG	27,500	44' CSY	87,500
35' CHRIS CRAFT	34,900	44' 585	62,000
35' C & C	68,500	44' SEA WOLF	108,000
35' FORMOSA	39,500	45' CORONADO	69,500
36' FREEPORT ISLANDER	69,950	46' CAL III	129,000
36' MORGAN OUT ISLAND	39,500	47' VALIANT	210,000
36' NAUTILUS	75,000	47' PH MOTORSAILER	119,000
36' SABRE	110,000	48' CHEOY LEE	114,900
36' FREEDOM	99,000	48' MAPLE LEAF	119,000
36' UNION	64,500	50' STEPHENS PH	425,000
37' CREALOCK	89,900	50' KETTENBURG	89,000
37' PASSPORT	137,500	51' PASSPORT	299,000
37' RAFIKI	85,000	55' TAYANA	395,000



30' PEARSON 303\$49,500
In top condition; Mexico ready



Cal 39\$79,900
Corinthian model/fully equipped



38' CATALINA\$49,500
Roomy fun Bay boat at a great price



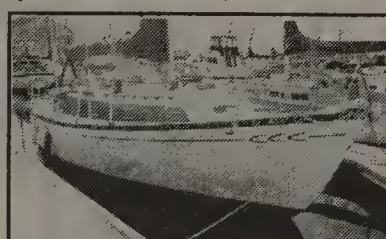
36' ISLANDER Freeport\$69,950
The popular Pullman berth layout



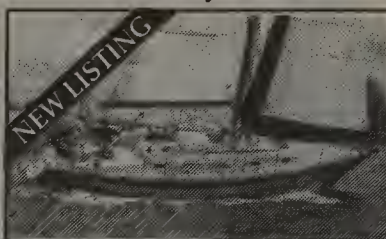
48' MAPLELEAF\$119,000
Great liveboard/take her cruising



31' GEMINI CAT\$44,500
Join the fast crowd; make an offer



35' CHRIS CRAFT\$34,500
Yes it's built by Chris Craft!



34' ERICSON\$79,500
A new boat at a used boat price

BOAT OF THE MONTH

41' SEA STAR 1984

Roomy 41' Blue Water Cruising Boat designed for good performance and comfort at sea or at anchor. The interior has recently been revarnished and offers that Bright and Airy feeling only a Flush Deck Pilothouse vessel can give.

3007 WASHINGTON, SUITE 100
MARINA DEL REY, CALIFORNIA 90292
FAX (310) 306-4801
(310) 306-1882

2323 SHELTER ISLAND DRIVE
SAN DIEGO, CALIFORNIA 92106
FAX (619) 224-9225
(619) 224-3277

2099 GRAND STREET
ALAMEDA, CALIFORNIA 94501
FAX (510) 522-6198
(510) 521-1929

YOU DESERVE MORE

Exclusive offer: Hull Cleaning .50 a ft.,

Pay by the length of your boat not your berth

- Free Zinc Inspection, Utilities, Launch Ramp and Parking
- 24 Hr. Fuel Dock, Chandlery, Engine Service and Security
- Laundry, Showers, BBQ's and Park



EMERYVILLE MARINA

Powell Street Exit Off I-80, Emeryville 800.548.8658

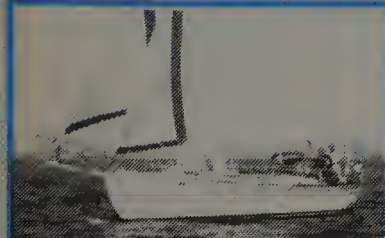
Anchorage Brokers & Consultants



YACHTS

"we go the extra knot"

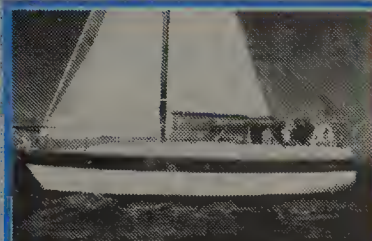
(415) 332-SAIL • (415) 332-7245 FAX 415-332-4580



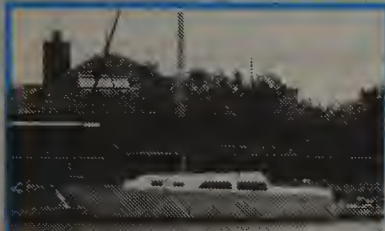
41' HANS CHRISTIAN 41T, '86. Ta Shing built 2 staterooms w/queen beds, 2 heads, refrig, Autopilot, B&G instr. Sexy and spacious. Asking \$169,000.



46' PETERSON, '80. Center cockpit cutter. Upgraded alum. mast, bronze ports, solid Burmese teak interior. Heavy duty offshore cruiser. Asking \$85,000.



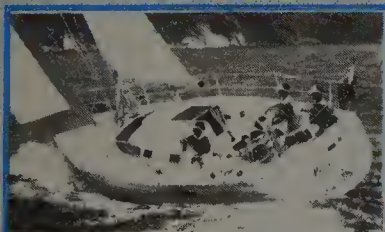
38' FINNSAILER, '78. 85 hp motorsailer. Autopilot, forced air heat, refrigeration, '90 Awlgrip, epoxy bottom. Lloyd's approval. Asking \$85,000.



30' ISLANDER, '81. Very clean. Roller furling, refrig., wheel steering, H&C pressure water, Volvo dsl w/low hours. Asking \$32,000.



38' HANS CHRISTIAN 38T, '81. Full keel cutter, dodger, wind vane, Autopilot, 24 mi. radar, roller furling, SatNav. Proven passagemaker. Asking \$99,500.



34' BENETEAU OCEANIS 350, '88. Winged keel, step transom, light chestnut interior, skylights with rigged shades innovative, loaded and Bristol. Asking \$79,000.



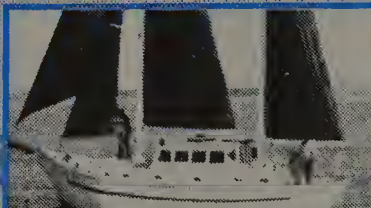
38' ERICSON, '81. Two staterooms, dodger, lines led aft, roller furling, ST winches, Autohelm 4000. Beautiful teak interior. Asking \$70,000.

38' 1984, Most equipped available	\$79,495
38' 1984, new dodger, RF jib, teak int.	\$77,500
32' 1976, New diesel & RF jib, dodger	\$27,000
29' 1977, Epoxy btm, Awlgrip	\$22,000
26' 1985, inboard diesel, teak int.	\$24,750
26' 1988, reduced, IB dsl, Loran C	\$29,500

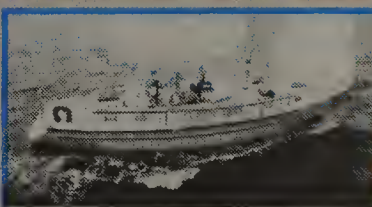
SAIL			
55' ROBERTS STL KTCH, '80	150,000	34' C&C, '79	39,000
47' RHODES M.S., '71	119,000	34' HUNTER, '83	44,500
47' ABEKING, '25	80,000	34' WYLIE, '79	34,000
46' GON PORPOISE KTCH '73	125,000	33' HUNTER, '79	32,000
45' STARRATT, '81	99,000	33' SWALCOW SWIFT, '78	50,000
43' COLUMBIA, '69	56,000	32' ARIES, '81	29,000
43' C&C LANDFALL, '85	125,000	32' COLUMBIA, '76	24,500
41' ISLANDER KIT, '77	15,000	32' OOWNEAST, '76	32,000
41' CORONADO, '72	54,000	32' VALIANT, '77	45,000
41' FREEPORT, '76	89,500	32' ISLANDER, '77	18,000
41' HARDIN, '73	65,000	30' BABA, '83	58,500
41' LORD NELSON, '82	139,000	30' CATALINA, '81	24,000
41' MORGAN '73	70,000	30' CATALINA, '78	24,500
41' RHODES, '66	60,000	30' CHANCE, '74	17,500
40' ISLANDER MS, '72	55,000	30' CHEDY LEE, '64	24,750
40' CHALLENGER, '74	89,500	30' LANCER	24,950
40' CHEOY LEE O.S., '71	64,500	30' PEARSON 303, '84	46,666
40' FRERS, '82	60,000	30' YAMAHA, '79	25,000
40' ISLANDER/PETERSON, '84	69,000	29' ELITE, '84	29,500
40' MARINE TRADER, MS, '82	85,000	29' ERICSON, '77	22,000
40' OCEAN M.S., '82	84,000	28' ISLANDER, '78	16,900
40' RHODES, '39	22,000	28' NEWPORT, '77	12,000
40' VALIANT, 1978	89,000	28' PEARSON, '86	39,500
38' CABO RICO, '81	93,900	28' PEARSON, '79	15,500
38' MORGAN, '79	66,000	28' STONEHORSE, '77	15,000
38' HUNTER LGND, '88	84,500	27' LANCER, '84	19,600
37' IRWIN, '79	79,000	27' TARTAN YAWL, '75	13,750
37' ISLANDER, '68	49,500	26' CONTESSA, '74	10,000
37' MONK KETCH, '66	35,000	26' ERICSON, '85	24,750
37' RANGER, '74	42,500	26' ERICSON, '88	29,500
37' TAYANA, 1978	73,000	24' FLICKA, '78	18,900
36' ISLANDERS '73-79 4 from 36,000		22' CAPE DORY, '82	13,500
36' J, '81	66,000	POWER	
36' PEARSON, '85	85,000	49' ALBIN	145,000
36' PEARSON, '82	78,000	47' DELTA CLIPPER, '80	83,500
35' SANTANA, '80	47,000	46' CHRIS CRAFT CONNIE, '83	85,000
		45' TA SHING, '82	145,000
		45' LANCER, '81	142,500
		43' PRESIDENT, '83	149,000
		42' TA CHIAO, '77	84,500
		42' CHRIS CRAFT, '86	178,500
		42' OWENS, '66	69,000
		40' BELL	120,000
		40' BLUEWATER, '78	77,000
		40' KA SHING, '81	120,000
		40' CRUIS-A-HOME, '75	55,000
		40' MONK, '42	35,000
		39' CHRIS (STINGER)	65,000
		38' BAYLINER, '87	120,000
		38' HUNTER, '59	24,500
		38' PACEMAKER, '70	39,000
		38' CHRIS CRAFT, '85	136,000
		38' HUNTER, '59	23,000
		37' HERSHINE, '78	60,000
		36' EGG HARBOR, '87	INDUIRE
		36' CHRIS CRAFT, '64	33,000
		36' CHRIS CRAFT, '61	34,500
		36' JARVIS, '78	78,000
		36' SEAN TRAWLER, '82	65,000
		35' CHRIS CRAFT, '68	58,500
		34' HATTERAS, '64	23,000
		34' CHRIS CRAFT, '57	16,000
		34' MAINSHIP, '78	49,000
		34' SILVERTON, '90	2 from 104,000
		33' CHRIS CRAFT 336, '84	55,000
		32' GRANO BANKS, '86	105,000
		32' CARVER, '88	94,400
		32' UNIFLITE, '79	57,500
		32' WELLCRAFT, '87	68,000
		31' CRUIS-A-HOME, '77	84,000
		30' VEGA, '74	33,500
		29' WELLCRAFT, '80	32,500
		28' SEA RAY, '86	34,000
		25' SKIPJACK, '80	20,000



45' COLUMBIA M.S. SLOOP, '72. Spacious cruiser. Roller furling main & jib, Autopilot, radar, Loran, loaded. Full cockpit enclosure. Asking \$89,000.



40' ROBERTS DESIGN "SPRAY" PH, '80. Good liveaboard, staysail rigged ketch, dual steering stations, 2 staterooms, Pot Belly stove, LPU painted in '91. Reduced \$20,000 - Asking \$48,000



43' GULFSTAR, '77. Aft cabin, Espar heat, Avon dinghy, radar, dodger, refrigeration, two heads w/showers. Asking \$85,000.



46' SEA STAR MOTORSAILER, '82 CUTTER. Autopilot, 2 staterooms, 2 heads w/showers, forced air heat, Brewer design. Asking \$165,000.

FEATURED BOATS

28' PEARSON, '86. Like new condition, aft cabin, teak int., dodger, dsl, SatNav. \$39,500.

30' BABA, '81. Wheel steering and all teak options available. \$62,500.

30' CATALINA, '78. One of the most popular 30 footers ever built. Roomiest 30 footer on the market. \$24,500.

36' CS, '85. High quality construction. Refrig., LPG oven, PHRF rating 120 (fast). \$69,500.

36' HERITAGE, '78. Charlie Morgan design, solid cruiser, Navtec rod rigging, epoxy bottom, S.F. berth. \$69,000.

37' RANGER, '74. 16 sails, oversize rudder, deep ballast, control in any breeze. \$42,500.

39' IRWIN, '81. Very fast, yet spacious and well ventilated. New mast/rigging in '87. Asking \$59,000.

40' C&C, '82. Epoxy bottom, 13 sails, ST winches, \$79,800.

41' MURRAY-PETERSON SCHOONER, '83. Teak decks, new diesel. \$89,000.

46' GARDEN PORPOISE, '73. F/G hull, teak decks, teak plank & carved panels. \$125,000.

52' CHEOY LEE M.S., '82. 3 staterooms. \$225,000.

(415) 332-7245



SAUSALITO



1 GATE 5 RD.

CA, 94965



EDINGER MARINE SERVICE

- ENGINE SALES & SERVICE
- REFRIGERATION
- HEATING
- AIR CONDITIONING
- ELECTRICAL
- WATERMAKERS

Keep It Cool This Summer!



WITH EFFICIENT, RELIABLE
REFRIGERATION AND
AIR CONDITIONING SYSTEMS.

- Δ GRUNERT
- Δ TECHNAUTICS
- Δ ADLER-BARBOUR
- Δ CRUISAIR
- Δ MARINEAIR

**HFC and HCFC
REFRIGERATION SYSTEMS
NOW AVAILABLE!**

*We now have state-of-the-art ultra-violet leak detection
equipment to help protect the environment.*

MARINE ENGINEERING AND EQUIPMENT

Celebrating our 15th year

SAUSALITO

399 Harbor Dr., 94966

332-3780

ALAMEDA

In Grand Marina Boat Yard

522-4677

Are You Unhappy With Your Insurance Rates?



**We'll protect your boat from almost anything
that comes up – At great rates.**

Ask for Dave Clayton • Home appointments available

Allstate Company

(510) 498-5900

Do serious cruisers want fast sails too?



Les King



You bet they do!

Cruisers are often the toughest clients a sailmaker has... designing top-notch 'performance cruising' sails really puts us to the test. *Because serious cruisers demand fast sails too!* But they also want them to be exceptionally durable. And easy to handle. Yet... with a smaller inventory, they must be even more versatile than racing sails! Pretty tall order, right? Well, thanks to North technology, cruising sails are no longer just the racers' "poor relatives." The advent of the 'performance cruiser' has inspired a number of recent high-tech developments, such as...

- North's FullBatten™ Main
- C-Cut Cruising Headsails
- Aeroluff Roller Reefing Genoa's
- Cruising Gennakers

CONGRATULATIONS!

Stone Cup Winners:

Jim Mizell "High Risk"
IMS A

Rick Caskey "Wavetrain"
IMS B

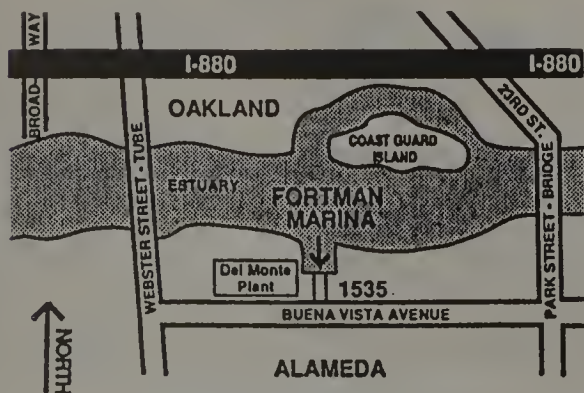
2415 Mariner Square
Alameda, CA 94501
(510) 522-5373



**OVER 500 BERTHS
UP TO 60 FEET**

- OPEN & COVERED BERTHS •
- FROM \$4.95 FT. •
- GENERAL STORE •
- YACHT BROKERAGE •

HOME OF ALAMEDA YACHT CLUB



(510) 522-9080
1535 BUENA VISTA AVENUE
ALAMEDA, CA 94501

SPARKY MARINE ELECTRICS

ELECTRONIC AND ELECTRICAL SALES AND INSTALLATIONS

**RADAR, GPS, BATTERIES, INVERTERS
SOLAR PRODUCTS, CHARGING SYSTEMS
12 VOLT LIGHTING
DIESEL GENERATORS**

SYSTEM PLANNING

**#3 GATE 3 ROAD
JUST S. OF WEST MARINE
SAUSALITO**

**ELECTRIC SCOOTERS
ON DISPLAY
ELECTRIC CAR
INFORMATION**

**OFFICE 415-332-6726
FAX 415-332-8266**

**(415)
368-7855**

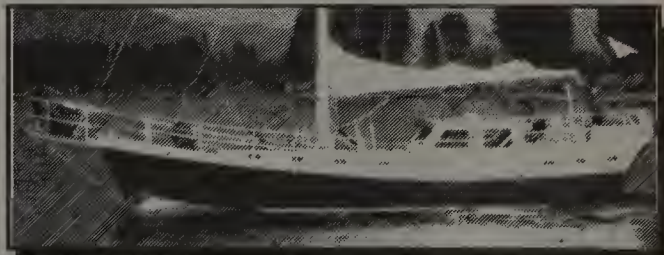
PENINSULA CANVAS

**CUSTOM DODGERS, ENCLOSURES,
CUSHIONS, & BOAT COVERS**

PROTECT IT WITH THE BEST

629 Bair Island Rd, Redwood City CA 94063

HORIZON 44 / ROUND BILGE



Fully loaded. Sailaway with fully battened main, propane stove, 9 cu. foot fridge and freezer, dual station steering, large aft cabin, double sink, heater, VHF, radar, Loran, depth sounder, log, anchor, 12 volt windlass, winches, and much more. Price \$150,000 U.S.

~ Get steel for safety and durability ~



CUSTOM YACHTS

**Box 3458, Mission, BC, Canada V2U 4L1
(604) 826-0025 • FAX (604) 820-0904**



NEIL PRYDE SAILS

CUSTOM

CRUISING & RACING SAILS

#3 Gate 3 Road, Sausalito, CA 94965

Jim Leech • Phone: (415) 332-6167 • Fax: (415) 332-6169

**NEW
LOCATION!
#3 Gate 3 Road
Sausalito**



"Everyone Needs a Bigger Boat"

KENSINGTON YACHT & SHIP BROKERS

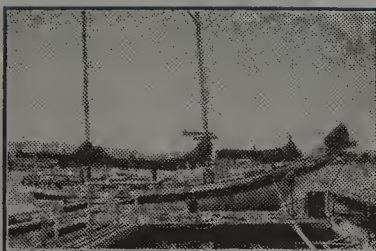
WEST BAY
475 Gate 5 Road, Sausalito
(415) 332-1707

TWO
CONVENIENT
LOCATIONS

EAST BAY
Fortman Marina,
1535 Buena Vista, Alameda
(510) 865-1777



57' RASMUSSEN, 1925 Ketch.
Classic yacht in every sense.
Diesel power, WWII veteran.
Asking \$79,000.



46' GARDEN PORPOISE, Ketch,
1973. Classic lines, bristol condition,
heavily constructed for offshore
cruising. Asking \$129,500.



43' GULFSTAR, 1977.
Excellent boat for liveboard or cruise.
Central heating and much more.
\$85,000.



34' ALOHA SLOOP, 1983.
Fully equipped cruiser, show well.
\$68,000.



40' VALIANT, 1978. Sloop rig.
Perry's best offshore design.
Excellent condition.
Well maintained. Asking \$94,900.

QUALITY OFFSHORE CRUISING YACHTS NEEDED TO FILL THE DEMANDS OF OUR CLIENTS.

*Recession or Not, Sales are Brisk!!
Picture Your Boat HERE!*



48' AMEL KETCH, 1985.
French top of the line beauty, loaded.
Asking \$215,000.



40' OCEAN M/S 1982. High quality
motorsailer. Georgous teak interior.
120 hp engine. Asking \$91,000



38' CABO RICO, 1981
A perfect 10.
Loaded with electronics, A/C.
Must see. \$93,900.



37' TAYANA CUTTER, 1978.
A traditional style with good
performance. Asking \$73,000.



45' COLUMBIA, 1978. *Sistership*
Aft cabin, spacious liveboard.
Asking \$59,500.

SELECTED SAILBOAT BROKERAGE

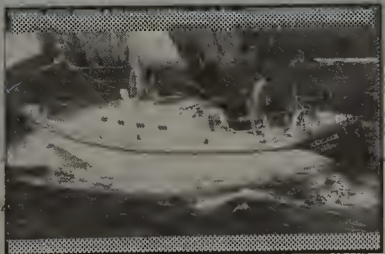
	ASKING
24' FLICKA, '78	19,900
26' ERICSON, '88 dsl	33,000
29' GULF Pilothouse, '86	31,900
32' PEARSON 323, '78	36,000
32' COLUMBIA (9.6M), '79	29,000
32' BENETEAU, '81	39,500
33' SWIFT (custom) sloop, '79	49,000

	ASKING
35' BRISTOL, 81	54,900
35' SANTANA	37,000
36' MORGAN, '84	39,500
36' PETERSON (custom) sloop	79,000
37' STEEL SWEDISH KTCH, '68	55,000
37' RASMUSSEN (diesel) '29	49,000
38' C&C LANDFALL, '79	61,000

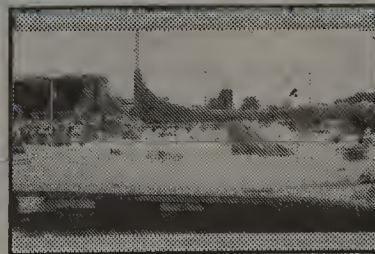
	ASKING
40' PEARSON (C-Board), '79	74,900
41' MORGAN O/I, '79	69,900
45' COLUMBIA, '78	59,500
48' RHODES PH/MS, '71	120,000
55' CUSTOM ENG. ketch, '37	99,500
60' DUTCH STEEL ketch, '74	739,000



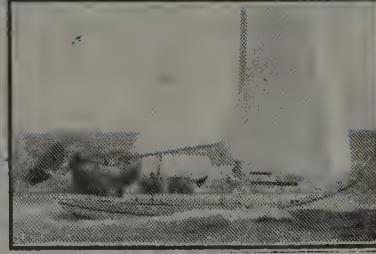
36' CHEOY LEE, 1985. Pedrick design
(means quality, performance & style).
Asking \$71,900.



36' CS, Sloop, 1985.
Canadian built. Shows like new.
Asking \$69,500.



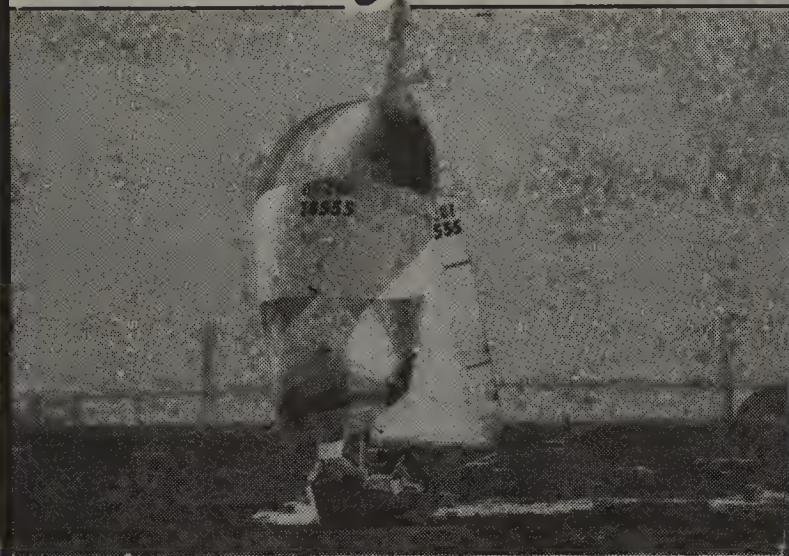
35' HALLBERG-RASSY, Sloop, 1974.
Aft cabin, center cockpit cruiser
w/full keel, diesel. Asking \$53,500.



32' GULF PILOTHOUSE
Clean, well equipped, full keeled cruiser.
2 from \$51,000

Exclusive Bay Area Dealer For newport & Gulf Pilothouse

Berkeley Marina



Gateway to the Golden Gate

Location • Location • Location

Some choice berths are available

— Check With Us First —

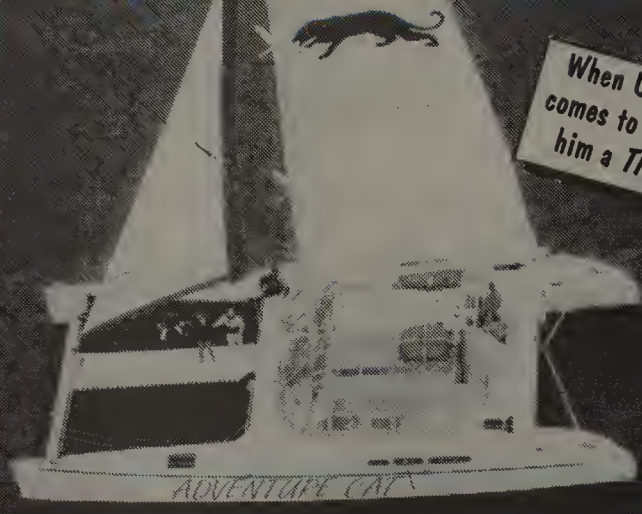
Full Service Marina • Full Facilities

Berkeley Marina

201 University Ave., Berkeley, CA 94710
(510) 644-6376

TOUR BOAT OF THE 21ST CENTURY

ADVENTURE CAT



When Uncle Bill comes to visit give him a **THRILL!**

Departs Pier 40 South Beach Harbor

2 hour sail excursions \$20.00 for individuals

Party Charters Available: Birthdays, Weddings, Group Outings, Corporate Parties
Sunset Cruises, Cocktail Sails, Whale Watching

Fast, smooth, relaxing (no heel) under sail, warm & comfortable.

Record speed to date: 22.4 knots

C.G. Cert. • 48 Passengers

CALL FOR RESERVATIONS

800-498-4228
(415) 777-1630

CALL US ABOUT THE NEW SCHOCK 2023! WATER BALLASTED TRAILERABLE PERFORMANCE SAIL BOAT.

Dealers for:

Catalina Yachts

28 • 30 • 34 • 36 • 42

COME TO O'NEILL'S FOR STRAIGHT TALK ON NEW CATALINAS

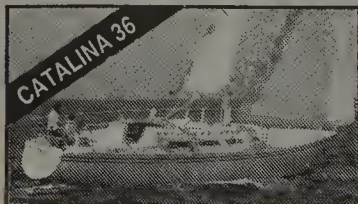


CATALINA 30

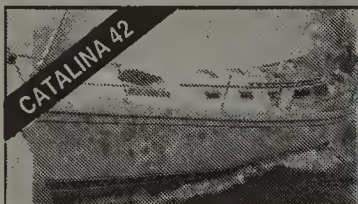


CATALINA 34

COMMITTED TO REASONABLE PRICES & REASONABLE SELLING



CATALINA 36



CATALINA 42

O'NEILL'S BROKERAGE COMMITMENT: WE DO THE WORK!

SAIL					
20' Holder, w/trlr	.....	\$6,150	32' Ultralight	.....	\$15,900
21' Wilderness, w/trlr	.....	\$4,100	33' Cal, Almost new	.....	\$62,500
24' Yankee Dolphin, w/trlr	.....	\$15,500	33' Cal, clean	.....	SOLD
25' Coronado	.....	\$10,000	34' Wylie	.....	Offers
27' Cal 2-27 Immaculate	.....	\$16,700	34' O'day, 79, exc. cond.	.....	Offers
27' Newport	.....	Reduced \$11,500			
27' Ericson, 1976	.....	Offers	POWER		
29' Olson Hull w/trailer, exc.	.....	\$27,000	25' Bayliner 2556 '89, V6	.....	\$28,900
30' Ericson	.....	\$18,500	32' Uniflite, Sport Sedan, 77	.....	\$39,500
30' Scamp, dsl	.....	\$29,000	36' Hatteras, Yacht fisher	.....	Offers

O'Neill Yachts - Providing Consistent Quality Boat Dealership for Monterey Bay

O'NEILL YACHTS

2222 EAST CLIFF DRIVE • SANTA CRUZ, CA 95062
(408) 476-5202

AFFORDABLE SOLAR PANELS

5 AMPS FOR \$250

We have the lowest price.....Guaranteed !!!

SOLAR ELECTRIC Inc.

1450 Harbor Island Drive
Suite 204A

San Diego, CA 92101

(619) 291-2803 call collect

1-800-842-5678 toll free

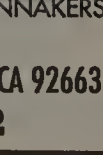
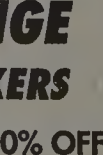
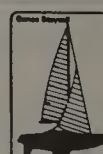
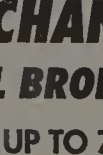
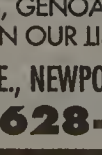
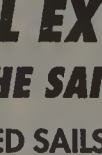
SOLEC

KYOCERA

SOLAREX

TRACE ENGINEERING

MasterCard
VISA



SAIL EXCHANGE THE SAIL BROKERS

USED SAILS UP TO 70% OFF

OVER 2,000 MAINS, GENOAS AND SPINNAKERS
ON OUR LIST!

407 FULLERTON AVE., NEWPORT BEACH, CA 92663
800-628-8152

1070 Marina Village
Parkway, Suite 100
Alameda, CA 94501

BILL GORMAN YACHTS



(510) 865-6151

FAX (510) 865-1220

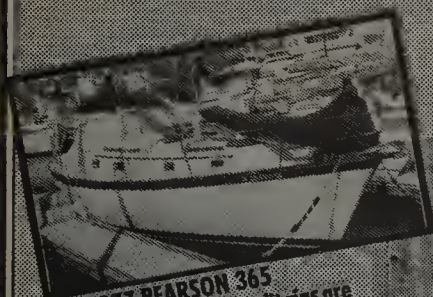
FEATURING:
THE BEST MAINTAINED USED
CRUISING BOATS

Sales: Jack Meagher
Adam Sadeg

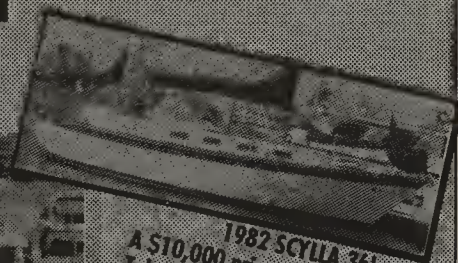
• NEXT OPEN BOAT WEEKEND •

July 11th & 12th

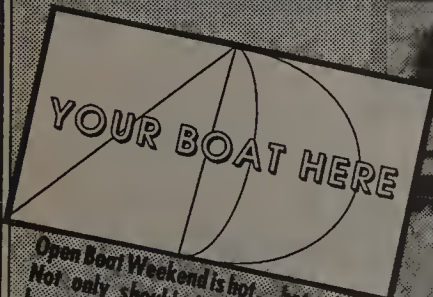
(weather permitting)



1977 PEARSON 365
Over 400 of these popular split rigs are out cruising but...very few have a fully battened main & jib by North. Also Autohelm 3000, new dodger, electric windlass, plus a lot more. Her real charm is her condition... She's a stunner! Asking \$55,000.



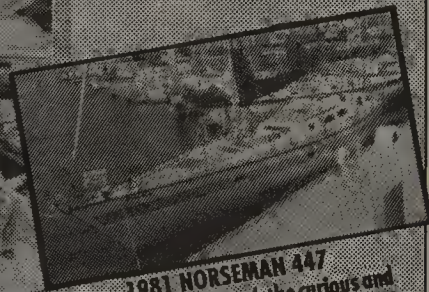
1982 SCYLLA 36'
A \$10,000 price reduction means... Take another look! Big liveaboard 36-footer. No blisters & a Lloyd's of London certificate go a long way toward a buyer's peace-of-mind. Now \$57,500.



Open Boat Weekend is hot...hot...hot!
Not only should the picture of your boat be here...so should your boat! That is...if you're really trying to sell it.
Call us...it's your turn!



OPEN BOAT
WEEKEND



1981 NORSEMAN 447
Going...going...! Both the curious and the serious have come from far and wide to see this rare, well maintained, aft cockpit model. She's already had several offers that haven't worked. Yours could be the right one...if you consider yourself among the serious. Still asking only \$180,000.

10 a.m. 'til 4 p.m.

1982 C & C LANDFALL 48' Aft Cockpit - Aft Cabin - Pilothouse



Efficient under sail, economical under power, with generous, almost cammodious accommodations...this quality pilothouse should fit anyone's definition of privacy and comfort. From the new full battened main to the elaborate array of cruising electronics, this ideal liveaboard/cruiser...new on the market...should go to the top of your "must see" list. Asking \$165,000.

• AT THE NEXT OPEN BOAT WEEKEND

BAY & COASTAL CRUISERS

• 39' CAL	55,000
• 36' PEARSON 365	55,000
• 36' CATALINA	50,500
• 35' BENETEAU OCEANIS	74,500
• 34' SABRE	64,000
• 32' ISLANDER	33,500
• 32' SABRE	67,500
• 32' COLUMBIA 9.6	25,000
• 31' DUFOUR	35,950
• 30' NONSUCH	62,000
• 30' CAL 9.2	28,950
• 29' C&C	26,500
• 28' ERICSON	31,950

LIVEABOARD CRUISERS

• 50' MIKELSON	269,000
• 48' C&C LANDFALL	165,000
• 44' NORSEMAN	180,000
• 44' NORDIC	149,500
• 44' HANS CHRISTIAN PH	249,000
• 40' CHALLENGER KTC	49,500
• 37' ENDEAVOUR	67,500
• 36' SCYLLA CC	57,500

POWER BOATS

• 46' NOVA	227,000
• 39' SEA RAY EXP	99,500
• 39' NOVA	69,500
• 36' ALBIN	79,500
• 34' CARVER	125,900
• 34' GOLDEN STAR	79,500
• 32' GRAND BANKS	74,500
• 30' TOLLY	59,950



OUR SAILS ARE NOT MADE IN TAIWAN,

Tijuana, Hong Kong, Atlanta or Sri Lanka – they're made right here in the Bay Area of the finest quality domestic materials and have been for 40 years. When you want service, quality, value and experience, please give us a call or come by.

- Performance Cruising Sails
- Racing Sails
- Traditional Sails
- Repairs & Recuts
- Pro-Furl Furling & Reefing Systems
- Roller Furling Conversions
- Used Sails

Sutter Sails

1-800-300-SAIL

(415) 332-2510



HARBOR DRIVE (Above West Marine)
P.O. BOX 927, SAUSALITO, CA 94966



Emery Cove Marina

LATITUDE 37° 50' 20"N

LONGITUDE 122° 18' 30"W

The Perfect Location!

- Convenient to San Francisco and the East Bay
- 30 to 60' double-fingered berths
- On-site security and card key system
- Showers, toilets, washers & dryers
- Water, telephone and 30 or 50 amp electricity each berth
- Dock boxes
- Pump-out stations
- Rate: \$4.75/ft. downwind, \$5.25/ft. upwind
- No liveaboards



For more information on the Bay's finest Marina call (510) 428-0505.

Or write for more information:

3300 Powell Street, Emeryville, CA 94608.

SCHOONMAKER POINT MARINA IN SAUSALITO



"Sausalito's finest marina"

- 160 Berths
- Handling up to 200' Yachts
- Guest Moorage
- Dry Storage
- Three-ton Hoist
- Waterfront Shops & Offices For Lease
- Deli
- Rowing
- Kayaking
- Sailing Instruction
- Build to Suit 66,000 sq. ft. Office, Industrial, Commercial



85 LIBERTY SHIP WAY, #205, SAUSALITO, CA 94965
(415) 331-5550

FAX 415 331-8532

GO AHEAD, GO OFFSHORE.

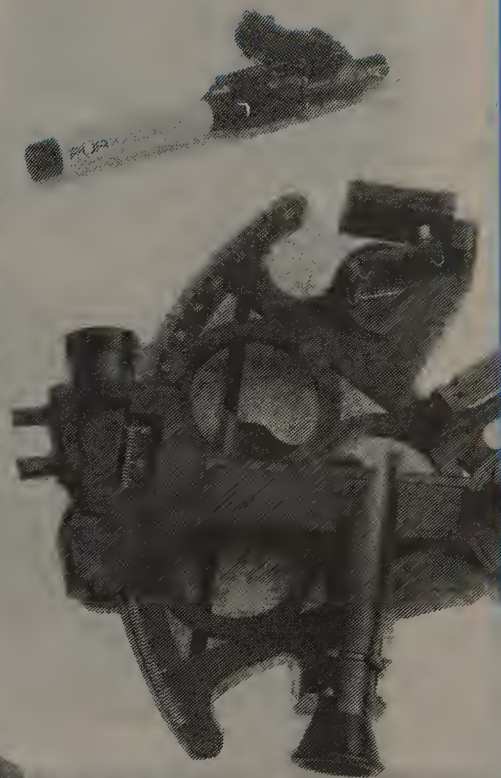
We'll help chart the course.

Buy one of our Survivor watermakers, and for a limited time, we'll supply FREE navigational gear to keep you on the right heading.

POWERSURVIVOR OFFER

We want your next cruise to Baja, the Bahamas or just down the coast to be both safe and comfortable. So when you purchase one of our PowerSurvivor 12-volt watermakers, we'll include a Davis Mark 15 sextant — free. Our PowerSurvivor watermakers are designed to provide a reliable source of fresh water for day trips, weekend excursions or extended cruises. Plenty of water. No hassle. And with the Mark 15 Master sextant, you'll easily find your way back to that secluded hide-away. This carefully crafted navigational tool comes loaded with professional features. Case included.

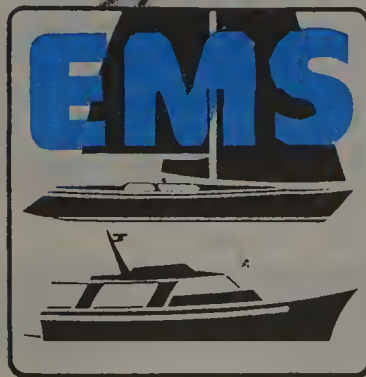
PUR.
RECOVERY
ENGINEERING INC.



SURVIVOR OFFER

Purchase one of our Survivor hand-operated watermakers, and we'll include a Suunto KB771, handbearing compass — free. Survivor watermakers are ideal for liferafts, and give you the security of knowing you'll have fresh water in any emergency. And with the KB771 you'll never be in doubt about where you're going. Use your Suunto to check bearings to other craft and landmarks. This fine navigational tool allows you to take both your bearing and its reciprocal. Includes lanyard and case.

Offer Ends July 31, 1992



EDINGER MARINE SERVICE

- ENGINE SALES & SERVICE
- REFRIGERATION
- HEATING
- AIR CONDITIONING
- ELECTRICAL
- WATERMAKERS

MARINE ENGINEERING & EQUIPMENT

SAUSALITO
399 Harbor Dr., 94966
332-3780

ALAMEDA
In Grand Marina Boat Yard
522-4677

Over 200 Years of Woolsey and Z-SPAR Antifouling Technology Bring You

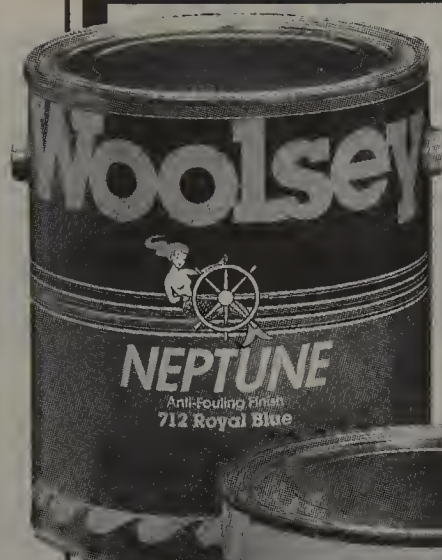
Unbeatable Bottom Protection!

For boaters who demand the very best in bottom protection for their fiberglass or wooden boats, you can't do better than Neptune and The Protector antifoulants. Their high cuprous oxide content (over 75% by weight) provides up to six times more protection against fouling organisms than ordinary bottom paints, making them ideal for use in heavy fouling conditions, including tropical waters. And they can easily be applied directly over old finishes in good condition, providing a smooth finish (suitable for racing craft) that retains its color-rich appearance throughout its life.

If you prefer a flexible, flat finish, choose Neptune, in red, blue or green. If you want a hard, non-vinyl finish, use The Protector, in red, blue or black. Whichever you select, you'll enjoy a faster hull and worry-free boating. Available at local marine dealers everywhere. For additional information, call Western Marine Marketing at (415) 459-4222, Fax (415) 453-7630.

Woolsey/Z-SPAR® The Winning Combination

36 Pine Street, Rockaway, NJ 07866 (201) 625-3100 • California Plant (213) 560-5700 © 1991



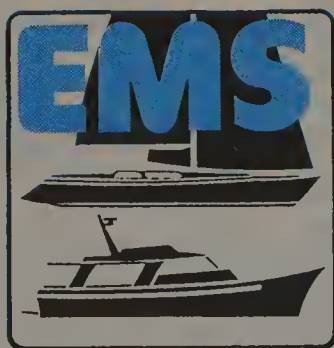
Gallon:
\$169.95
Quart:
\$51.45



Gallon:
\$179.95
Quart:
\$54.95

THE PROTECTOR

NEPTUNE • THE PROTECTOR • NEPTUNE • THE PROTECTOR • NEPTUNE • THE PROTECTOR • NEPTUNE • THE PROTECTOR



EDINGER MARINE
SERVICE



DON'T BE LEFT ADRIFT

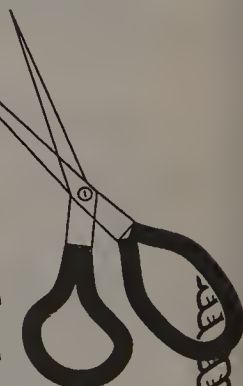
Before you go cruising let our experienced technicians service and inspect your engines and machinery and prepare a recommended spare parts list. **FREE** laboratory oil analysis with our regular oil change service. Identify problems *before* they damage your engine and ruin your cruise.

MARINE ENGINEERING & EQUIPMENT

ALAMEDA
In Grand Marina Boat Yard
(510) 522-4677

SAUSALITO
399 Harbor Dr., 94966
(415) 332-3780

THE CUTTING EDGE



At G. Gianola & sons, we make a point of keeping up with the latest technology in our industry.

LEXAN WINDOWS IN DODGERS
GORTOX THREAD
AQUA BATTING
HIGH RESILIENCY FOAM
CLOSED CELL FOAM

CUSTOM
Canvas
Interiors
Cushions



Now offering
innerspring
mattresses
customized
to your boat.

GIANOLA & SONS

Family Owned and Operated Since 1969
400 Harbor Drive, Sausalito (415) 332-3339

WHICH HAT BEST FITS YOUR HARBORMASTER?



*Come to Marina Village
Yacht Harbor where our
hat is always off to you!*

*Call for free guest berthing
510 • 521 • 0905*

MARINA VILLAGE
Y A C H T H A R B O R

A L A M E D A , C A

CALENDAR

Nonrace

July-Sept. 13 — America's Cup Museum in San Diego has extended its operation for a few more months. If you're in San Diego, don't miss this extensive collection of A-Cup memorabilia on loan from Connecticut's Mystic Seaport. Open 10 a.m. to 6 p.m. daily; admission is \$3. Info, (619) 685-1413.

July 1 — Contemporary Team Racing, a presentation by hot dinghy sailor Gavin O'Hare. San Francisco YC; 7-8:30 p.m.; free. Bill Eshelman, 435-9525.

July 1 — "Lessons from Grand Prix Sailing," by Scott Easom. Third and final lecture in this free West Marine Products-sponsored mini-series. Oakland store; 7 p.m.; Susan Altman, (408) 728-2700.

July 5 — Bon voyage party for West Marine Pacific Cup at the Berkeley Marina Marriott Hotel. Chuck Farrell, (916) 422-7476, or Andy Rothman, 331-7624.

July 8 — "Lessons from Grand Prix Sailing," this time at the Sausalito West Marine Products store. See July 1.

July 11 — Palo Alto YC Cruising Lecture Series: "Medicine for Cruising Sailors." Presented by Dr. Dickie Hill, USCG ship surgeon and creator of the Offshore Medical Seminars. 8 p.m. at PAYC; info, 364-6172.

July 11-12 — Islander 36 Cruise to Benicia. Dana Smith, 928-1533, or Skipper Wall, (702) 882-4798.

July 16 — Free Liferaft Seminar at the Santa Cruz Coast Guard Auxiliary building (365 Lake Avenue). Sponsored by Johnson-Hicks; info, (408) 475-3383.

July 18 — Hans Christian Owners Association Barbecue at Grand Harbor Marina. John Gratton or Linda Hill, (510) 521-9587.

July 18-19 — Ericson 27 Cruise-In to Aquatic Park. Tim McGinty, 359-9178.

July 18-19 — "Sea Navigation — Storytelling, Sea Stories and Shanty Sing-a-Long", Exploratorium McBean Theater, 1 p.m. both days. The Saturday show includes Irving Johnson's famous square-rigger film, *Around Cape Horn*; and on Sunday, Thor Heyerdahl's 1951 documentary of the *Kon-Tiki* voyage. This is part of a five-month Exploratorium exhibition entitled "Finding Our Way: The Science, Art and Culture of Navigation", which starts July 11 and runs through January, 1993. Future interactive programs of specific interest to sailors include "Steering By the Stars" (July 25), and "Pacific Island Navigation" (Dec. 12) — how Pacific peoples navigate without instruments. The exhibition kicks off on July 11-12 with fun stuff like the release of 2,000 homing pigeons from Marina Green (BYOH — bring your own hat) and a Bike Messenger Road Rally, in which these 'death defying urban navigators' will sport helmet-cams as they rocket around the city and beam back live feeds to armchair travelers inside the Exploratorium. For more information on any of this, call (415) 563-7337.

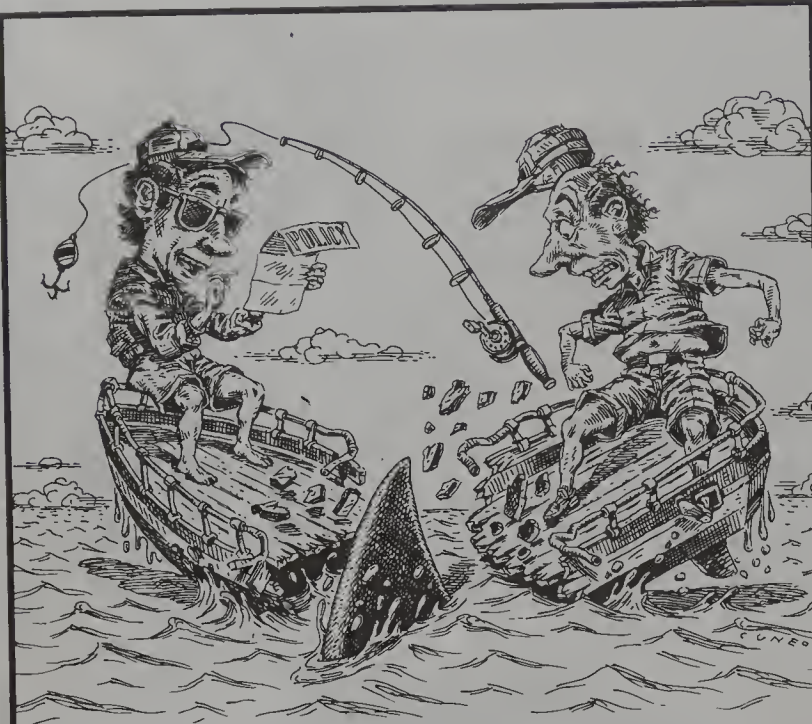
July 25 — Mid-Summer Festival at Two Harbors (at the Isthmus on Catalina Island). Buffalo chip tossing, inner tube tug-o-wars, evening dance, and other diversions. Info, (310) 510-2800.

July 30, 1944 — The New York YC, the first yacht club in America, was founded aboard John Cox Stevens' 51-foot schooner *Gimcrack* while she was anchored in New York harbor. The nine original members elected Stevens commodore, a post he held for the next 10 years. In 1851, Stevens headed the six-man syndicate who commissioned the schooner *America* for the purpose of challenging for the 100 Guinea Cup at Cowes. You know the rest.

August 1 — Encinal YC's Centennial Party, a black tie affair to celebrate their 100th year. Fine dining, live music, a short historical presentation and fireworks. Happy birthday, indeed! Al Burrow, (510) 522-6462.

August 6-8 — Eighth Annual Tahoe Wooden Boat Week, including the 20th Annual Tahoe YC Concours d'Elegance on August 8. Steve Lapkin, (916) 581-4700.

August 15 — 7th Annual Petaluma River Festival. Info, (707) 762-5331.



"Tedrick-Higbee says we're covered."

TEDRICK-HIGBEE

INSURANCE SERVICE

*The name to remember
for insurance.*

800-647-2025

Open Weekdays 8-5

San Francisco

BOAT WORKS

Open Saturdays 9-2

A FULL SERVICE YARD & CHANDLERY

1/2 PRICE HAULOUT + 2 FREE Laydays
with purchase of materials in chandlery. Bring in this ad • offer ends July 31st, 1992.

835 China Basin Street • Pier 70 • San Francisco
(One mile South of Bay Bridge)
37° 45' 85"N • 122° 22' 85"W
(415) 626-3275

WE SPRAY AULGRIP

**SPINNAKER
SAILING**

San Francisco's Sailing Center
415-543-7333

Lessons • Rentals • Charters • Sailing Club
Home of "The Brigantine RENDEZVOUS"

New Home of



South Beach Yacht Club

For Membership Information
Leave Your Name, Address and Phone
(415) 495-2295

South Beach Harbor on the San Francisco waterfront at Pier 40

- Ideal Sailing Weather
- Walk to Downtown, Cable Cars, Bart
- 500' Guest Dock, Visitors Welcome

- Showers, Restaurants, Dock Carts, Ice
- No Surge, Concrete Docks, Phone Hook-Ups
- 24 Hour Security, Locked Gates
- Secure Permit Parking For Berth Renters

The Embarcadero at Pier 40, San Francisco, CA 94107
Harbor Master: (415) 495-4911



1992 JAZZ CUP REGATTA

For the fourth time, the South Beach and Benicia Yacht Clubs are having a party over the Labor Day weekend:

Friday night, September 4: Dinner and live music at South Beach.

Saturday September 5: The Jazz Cup Race. Treasure Island downwind to Benicia, then the Benicia Jazz Festival and parties at the Benicia Yacht Club.

Classes for PHRF (up to 250), ultralights, and F-27 trimarans. The race is limited to the first 100 entries. Berthing in the Benicia Yacht Harbor is available for the first 50 who sign up. Plenty of berthing is available at South Beach Harbor for those coming in for the Friday party.

Don't delay! For entries and information call the South Beach Yacht Club at (415) 495-2295 Friday evenings, Saturdays or Sundays.

CALENDAR

Racing

July 3 — 41st Annual Boreas Race, a 90-mile downwind run to Moss Landing co-sponsored by Oakland YC and Elkhorn YC. Toby Hickman, (408) 722-2995.

July 3 — 13th Annual San Francisco Classic: a 22-mile downwind 'shred' for stand-up sailors. StFYC, 563-6363.

July 3-5 — Open 30 Regatta at StFYC. Colin Case, 441-0197.

July 3-5 — Laser II NAs at Richmond YC, (510) 237-2821.

July 4 — Vic-Maui Race. Wink Vogel, (604) 596-6261 (office).

July 4 — San Francisco to Santa Barbara Race, sponsored by Encinal YC and Santa Barbara YC. "Race, party and return your boat home in one week." Shirley Temming, (510) 521-0966.

July 4-5 — St. Francis Boardsailing Invitational. Two days of course racing off the Cityfront. StFYC, 563-6363.

July 4-5 — 5.5 West Coast Championship at Stockton Sailing Club. Terri Hawkins, (209) 523-1100.

July 4-5 — 14th Annual Oakland to Catalina Race, sponsored by Metropolitan YC. John Moreau, (510) 486-5523.

July 5 — Mayor's Cup Independence Day Regatta. Dinghy racing on Oakland's Lake Merritt, hosted by LMSC. Doyle Buddington, (510) 444-5292.

July 6-8 — USSA Junior Sailing Semifinals: Sears Cup (J/24), Bemis Trophy (Laser II) and Smythe Trophy (Laser) eliminations. NCYSA/San Francisco YC; Bill Eshelman, 435-9525, or Patrick Andreassen, 563-6363.

July 6-9 — West Marine Pacific Cup. See preview on page 128. Andy Rothman, 331-7624.

July 11 — 25th Annual TransTahoe Race, open to monohull keel boats over 20 feet. Pusser's Painkiller Party the next day. John Utter, Race Chairman, (702) 786-2255.

July 11-12 — 39th High Sierra Regatta, Weekend #1 (dinghies). Fresno YC; Dave Mosher, (209) 673-2344.

July 11-12 — Simpson Regatta. StFYC, 563-6363.

July 12 — Day on Monterey Bay Regatta, a benefit for Big Brothers/Big Sisters of Santa Cruz County. Sponsored by West Marine Products and Santa Cruz YC, (408) 425-0690.

July 16-19 — Moore 24 Nationals on Huntington Lake. John Cutter, (408) 476-3582.

July 16-19 — Laser Nationals at Bellingham YC (Washington). Preceded by the Laser NAs (July 8-12 at Eugene YC, Oregon). Vickie Brandt, (206) 733-7390.

July 18 — South Bay YRA race #4, sponsored by San Leandro YC. Mike Dixon, (510) 635-5878.

July 18 — 8th Annual Plastic Classic and Concours D'Elegance for vintage fiberglass sailboats, hosted by the Bay View Boat Club and the IB-24 fleet. John Super, 243-0426.

July 18-19 — PICYA Keelboat Championships: Big Lipton (IMS yachts over 33 feet), Little Lipton (J/24s) and Larry Knight (real racer/cruisers rating 96-150 PHRF). Hosted by StFYC on the Cityfront; Tom Allen, 474-7474.

July 18-19 — Island to Island Race, co-sponsored by Andreas Cove YC and Bruno's Island Marina. Allan Klee, (916) 487-0188.

July 18-19 — 39th High Sierra Regatta, Weekend #2 (bigger boats). Fresno YC; Dave Mosher, (209) 673-2344.

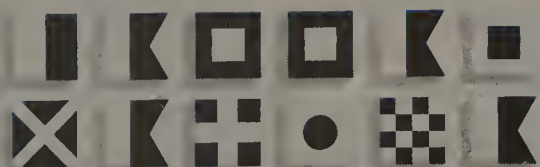
July 20-22 — Olson 25 Nationals at Huntington Lake. Fresno YC; Bill Riess, (510) 845-6892.

July 22-26 — Express 27 Nationals at Santa Cruz YC. John Amen, (707) 762-9771.

July 23 — Aldo Alessio Memorial Race. St. Francis YC to Long Beach YC. StFYC, 563-6363.

July 23, 1795 — From Peter Spectre's *The Mariner's Book of Days*: "The first recorded foul in English yacht racing was published in the *Times*. The fouler had cut away the rigging of the foulee." In the 197 years since that fateful date, at least a million more yacht racing fouls have been committed (though few have been as original!).

July 24-26 — Santa Cruz 27 Nationals at Monterey Peninsula



BERTH YOUR BOAT IN SAUSALITO

MODERN FACILITIES IN A WELL PROTECTED HARBOR

Concrete Dock System

Well Maintained Facilities

Beautiful Surroundings

- DEEP WATER BERTHS: BASIN AND CHANNEL DREDGED
- CARD KEY SECURITY SYSTEM
- DOCK CARTS
- PUMP OUT STATION
- AMPLE PARKING
- CLEAN SHOWER AND TOILET FACILITIES
- WITHIN WALKING DISTANCE: MARKET/DELI LAUNDROMAT • RESTAURANT
- AT EACH BERTH: LARGE STORAGE BOX METERED ELECTRICITY PHONE HOOK-UPS • WATER



Kappas Marina
100 Gate Six Road
Sausalito, CA 94965
(415) 332-5510

The Best Little
Boatyard In Marin —

Al Blair's

MARIN COUNTY BOAT WORKS

We Do It All & We Do It Right!

Premium Painting
Classic Woodwork • Rigging Work
Fiberglass Repair • Installations
Electrical • Blister Repair
Pick-up & Delivery Service

60 TON/65 FT. MARINE ELEVATOR

Tiller to Wheel Steering Conversions

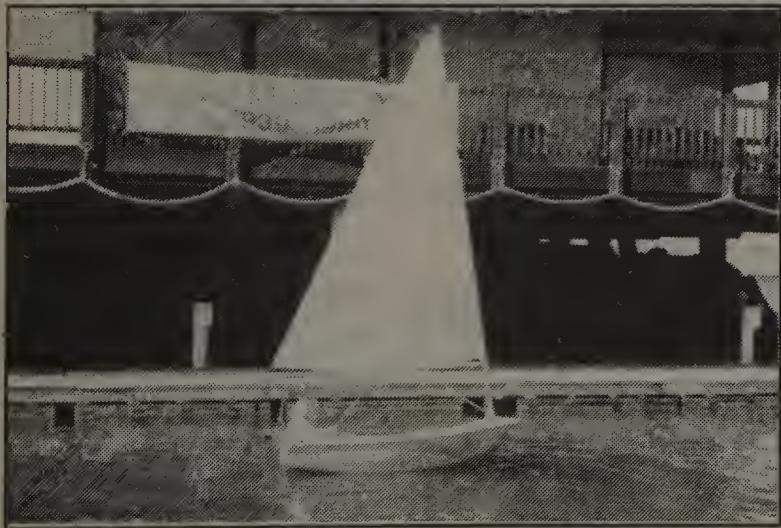


(415) 456-3154

On the Canal in San Rafael

60 Bay Street • San Rafael, CA 94901

JUNIOR SAILING PROGRAM at Berkeley Yacht Club



June 15 - June 26	Beginner's Session 1	\$190
July 6 - July 17	Beginner's Session II	\$190
July 20 - July 31	Intermediate Session I	\$190
August 3 - August 14	Advance Session	\$190
August 17 - August 21	Heavy Weather Lasers	\$95

Aspiring sailors 9-18 are eligible. Scholarships available.

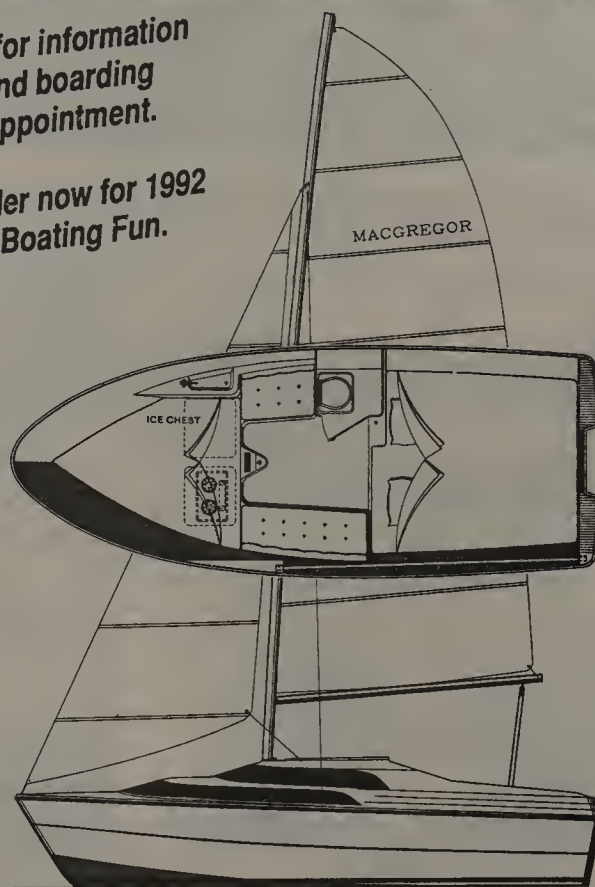
• FOR MORE INFORMATION •

Call Frank Laza, BYC Junior Sailing Program Director,
at (510) 548-1210 days
for a full program brochure.

NEW – NOW ON DISPLAY!

Call for information
and boarding
appointment.

Order now for 1992
Boating Fun.



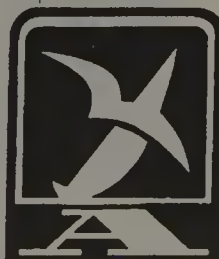
MacGregor 19 Powersailer

\$7,990 Including Trailer & Sails

A fast, comfortable 25 MPH power
cruiser with outstanding sailing
performance. Mast stows below
for powering & trailering.

- Fits in garage
- 1500 lb. boat, motor & trailer tow weight
- Tows behind small cars
- V berth and huge double berth
- Enclosed head
- Unsinkable, self-bailing
- 800 lbs. water ballast for self-righting stability
- Outboard Power: 8-40 hp

ARENA YACHT SALES



MARINA VILLAGE HARBOR

1070 MARINA VILLAGE PKWY. #103

ALAMEDA, CALIFORNIA 94501

(510) 523-9292

Home of the MacGregor 19, 26, 65



37 • 42 • 47 • 52 • 55 • 65

PACIFIC YACHT IMPORTS

11 Embarcadero Cove

Oakland, CA 94606 (510) 533-4244

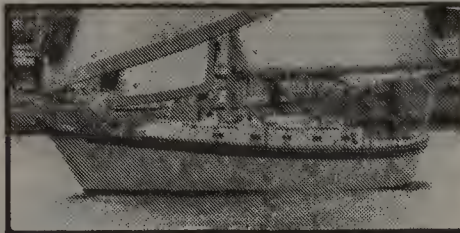
FAX (510) 533-6619

RARE BUILDER'S INVENTORY SALE — READY TO SHIP! SAVE!



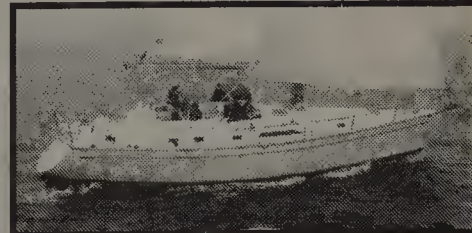
37' TAYANA CUTTER MARK II, 1972

Perry design cruiser includes aft stateroom, 44 hp dsl. aux., separate shower, teak inter. 2 avail — Big Savings!!! Inquire.



42' TAYANA AFT COCKPIT CUTTER, 1992

Robert Harris designed. Aft stateroom, aft stateroom head w/sep. shower. Fast & comfortable. Save! Save!



47' TAYANA CENTER COCKPIT CUTTER, 1992

Perry design. Big & fast. See us for interior design. (2) avail. from \$204,000.



41' FREEPORT KETCH

Beautiful condition. Includes 50 hp diesel, electronics, aux. gen., custom hard top. Has been cruised. Good liveaboard. \$84,000.



55' TAYANA CENTER COCKPIT CUTTER, '90

Just returned from Pacific cruise, ready to go again. Full electronics, furling jib, genset, watermaker, plus everything you can think of and more. \$360,000.



32' BRISTOL KETCH, 1980

Diesel aux., four sails, dodger, Loran, plus more! Very nice condition. \$48,500.

35th ANNIVERSARY SALE

HARBOR BOAT REPAIR



Since 1957

20 Ton Capacity Acme Hoist

- Haul-out
- Pressure Wash
- Bottom Prep
- Paint Bottom
- Launch

\$9.00 per ft.
+ Materials

377 Francisco Blvd.
San Rafael, CA 94901

(415) 456-3660



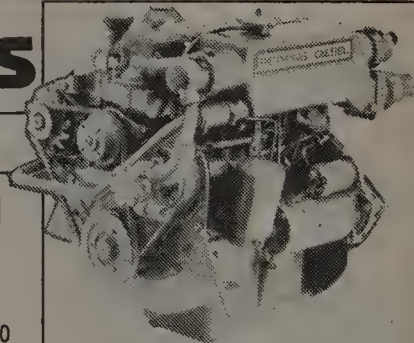
Engines

800-233-6539

The only Number You'll Ever
Need For Perkins Parts

To keep you on the water, we stock 20,000
square feet of PERKINS parts!

FOLEY INC.



200 Summer Street
Worcester, MA 01604
508-753-2979

Come sail WARM and CLOSE
in Southern California.

*SeaMist
Skippers™*

Bareboat Charters from
Marina del Rey
12228 Venice Blvd. #311
Los Angeles, CA 90066
(310) 398-8830



5 day mini vacation
from \$605

REPAIRS REPAIRS REPAIRS



HAYNES SAILS

A full service sail loft

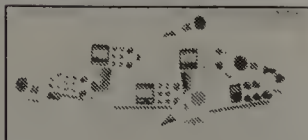
70-U Woodland Avenue
San Rafael CA 94901
(415) 459-2666

Quality Gear Discount Prices



HORIZON VHF SALE!

**3 Year
Warranty**



- ECLIPSE\$184
- GALAXY\$280
- TITAN+\$337
- HX230 Handheld\$272



TrimbleNavigation



NEW! NavTrac XL GPS

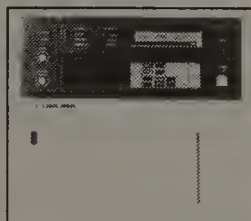
Bolder, brighter and more powerful -
the best just got better!

\$2195

FURUNO

WEATHER FAX 208A

Still the best buy in a self contained
weatherfax.



NOW \$1,475 - NAVTEC OPT 750

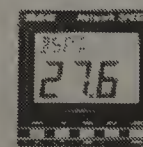
**BROOKS & GATEHOUSE
NETWORK SERIES INSTRUMENTS**



Depth **\$385**



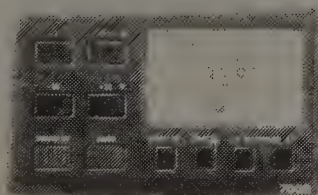
Wind **\$767**



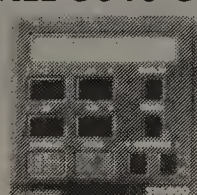
Speed **\$385**

Autohelm

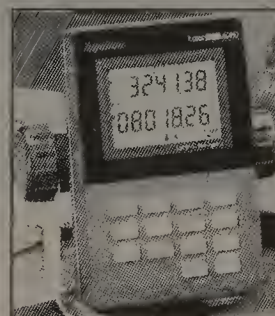
Quality Below Deck Autopilots
ALL 30% OFF!



MODEL ST 7000



MODEL ST 6000



Apelco

DXL 6350 LORAN C

Great GPS Back-up
An exceptional Value!

\$269

FURUNO

NEW!

MODEL 1721 RADAR

New features include target
plotting with 200m - sleep
mode - track ball control - and
GPS interface!

STOP BY FOR A DEMO!



Litton

MODEL 952 406MHz EPIRB

Best value in a
compact 406 EPIRB.

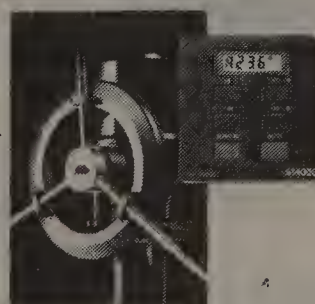
Pacific Cup Special \$950



**TrimbleNavigation
ENSIGN GPS**

Neatest handheld yet!
Proven 3-channel design.

ONLY \$975



Autohelm

MODEL ST 4000 WHEEL PILOT

Now steers boats to 41'.
Built in GPS interface.

Reg **\$979** **\$929**

SALES • SERVICE • INSTALLATION

OF SAN JOSE
1539 So. Winchester
95128
(408) 378-0400



Maritime Electronics
"We Make Boat Calls"

OF SAUSALITO
300 Harbor Drive
94965
(415) 332-5086

The Best of Both Worlds

best of the City



best of the Bay

HOME OF:

**Spend the Night
on a Yacht!**



Boat &
Breakfast[®], USA

1-800-BOATBED

Overnight dockside charters
ranging from
\$95-\$275 per night.

Scrimshaw Gallery Ltd.

Exclusive Bay Area Dealers for:

John Stobart
Nautical Lithographs
Randy Puckett
Bronze Sculptures

~also~

Biggest Selection of Collectors' Quality
Scrimshaw on the West Coast

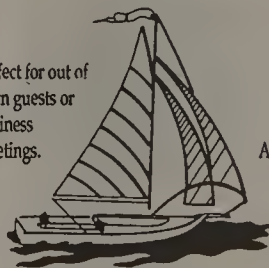


End of
Pier 39 (415) 986-2309

Let's Go Sailing!

65' & 50' SAILBOATS
USCG LICENSED SKIPPERS
1 1/2 HOUR SAILS
\$20

Perfect for out of
town guests or
Business
Meetings.



Private
Charter
Rates
Available

(415) 788-4920



SEAFOOD • STEAK • PASTA

BANQUETS
10 to 160

Yacht Club Rates

(415) 421-2442

**OVERNIGHT GUESTS
WELCOME**
By Reservation

**NEW SHOWER
AND LAUNDRY
FACILITIES**

**THE MARINA
AT**

PIER 39

MARINA OFFICE
(415) 705-5556
Monitoring Channel 16

P.O. Box 193730
San Francisco, CA
94119-3730

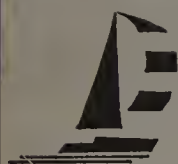
LEARN TO SAIL WITH A FRIEND DURING AUGUST AND SAVE 10%



Sign up for any of our classes with a friend and you'll both save 10% during August. We have classes ranging from basic sailing to offshore passage making.

*Join us for a week of fun in the Sea of Cortez
for the Mexico Crab Races.*

*Get certified for Bareboat chartering
and enjoy the sun!*



THE SAILING CONNECTION

ASA Training and Certification Facility

CALL (510) 236-2633

A division of Passage Yachts, Inc.

1220 Brickyard Cove Rd., Point Richmond, CA 94801

H E W E T T

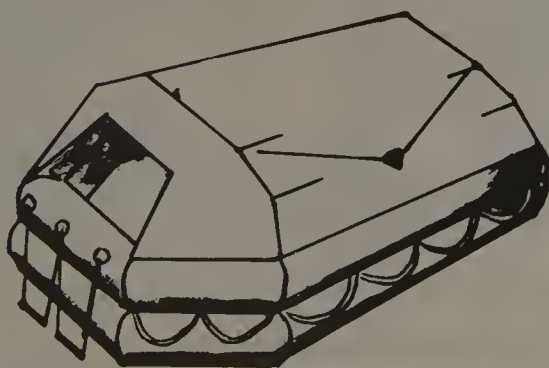
USCG APPROVED TESTING FACILITY

**SALES • SERVICE
REPAIRS • RENTAL • REPACKING**

OF

USCG, SOLAS, COMMERCIAL,
YACHT AND FISHERMAN

**INFLATABLE LIFERAFTS
INFLATABLE BOATS**



MARINE COMPANY

555 SELBY STREET

SAN FRANCISCO, CA 94124

(415) 826-4433 TELEX I.T.T. 4971778 FAX 415-826-1122

STANFORD UNIVERSITY SAILING PROGRAM

Vessels for sale:



1985 Dehler 34 auxiliary racing sloop Built by Dehler GMBH (Germany). Sistership (shown above) to 3/4 Ton World Champion. Includes new mast and North mainsail, Raytheon and Brooks & Gatehouse instruments and plenty of sails. Yanmar 27hp diesel engine. Ready to race and win.

1978 Swift 40 Ketch Fiberglass. Designed by Sparkman & Stephens & built to excellent standards by Swallow Craft in Busan, Korea using Lloyds register of shipping specifications. Pisces 3 cyl. diesel. Accommodations for eight. Excellent condition!

1974 Balboa 26' auxiliary sloop Includes Trail Rite tandem axle trailer. Swing keel vessel built by Coastal Recreation. VHF, depth, compass, galley, etc. Great as a trailable local coastal and inland cruiser. Very good condition.

1977 Catalina 25 auxiliary sloop Includes E-Z Loader tandem axle trailer. Swing Keel sloop manufactured by Catalina Yachts. Another great trailable local coastal and inland cruiser. Very good condition.

1986 Boston Whaler 17' "Montauk" center console sport fisher Includes 90 hp Evinrude outboard (minimal hours- almost new), E-Z Loader trailer and lots of extras. Boat is in mint condition & ready to go.

For more information, please contact

Stanford Sailing Office

(415) 723-2811

BC NAVIGATION CENTER

475 Gate 5 Road, Sausalito, Ca 94965
(415) 331-6513

- BINOCULARS
- BOOKS
- SEXTANTS
- COMPASSES
- SHIPS CLOCKS
- ALMANACS
- COAST PILOTS
- CALCULATORS
- BAROMETERS
- TIDE LOGS
- LIGHT LISTS
- COMPUTERS
- NAUTICAL ANTIQUES
- YACHT DELIVERY

ASTRA IIIB METAL SEXTANT \$469



COMPASS SWINGING AND REPAIR

• CHARTS IN STOCK •

San Juans to Panama ~ Wash. ~ Oregon ~ So. California
Hawaii ~ Mexico ~ Costa Rica ~ South Pacific
All charts sold with latest corrections at no charge

NAVIGATION COURSES

REFRESHER COURSES – INDIVIDUAL TUTORING

COASTAL PILOTING COURSE – \$99

CELESTIAL NAVIGATION – \$99

OFFSHORE CELESTIAL NAVIGATION – \$199

Our Courses Are Fast, Easy and Guaranteed!

Call For Dates & Times.

STARTING IN JULY:

RADAR COURSE You'll Learn...

- How to Avoid Approaching Ships
- Restricted Visibility Operations: Legal Aspects of Small Vessels Equipped with Radar
- Radar Capabilities and Limitations
- Effective Use of Radar Reflectors
- Radar as a Weather Predicting Tool

NEW

WEATHER COURSE You'll Learn...

- Weather Systems
- Practical "Seat of Your Pants" Predicting
- Avoiding Heavy Weather
- How to Read a Weather Fax
- Sources of Weather Information

NEW

BC NAVIGATION CENTER

475 Gate 5 Road, Sausalito, Ca 94965
(415) 331-6513 • Fax 331-3641

CALENDAR

YC. (408) 372-9686.

July 24-26 — Nagy Team Races at Tinsley Island. Patrick Andreasen, 563-6363.

July 24-26 — Tuna 22 Nationals at Richmond YC — "not a fishing derby." Erik Menzel, (510) 525-9024.

July 25-26 — Silver Eagle Race, a 75-mile course inside the Bay. Island YC; Marcine or Ray Osborn, (510) 537-4548.

July 25-26 — Encinal YC Centennial Regatta. To celebrate their 100th year, EYC has challenged the four other California yacht clubs that are over 100 to a weekend of racing Express 37s. Invited to the 'duel' are San Francisco YC (founded in 1869), Santa Barbara YC (1872), San Diego YC (1885) and Corinthian YC (1886). Al Burrow, (510) 522-6462.

July 25-26 — NCYSA regatta/symposium at Tiburon YC. Laser and El Toro sailors ages 9-19 are welcome; \$12.50 entry fee, second family member half price, third one free! Patrick Andreasen, 563-6363.

July 25-26 — San Francisco YC Summer Invitational Regatta for Tuna 35s and J/35s. Jeff Madrigali, (510) 522-5373.

August 1 — Jr. Waterhouse Race, first of four races in OYRA's second half. Don Lessley, 892-6334, or YRA, 771-9500.

August 1-2 — Islander Bahama Nationals at Bay View Boat Club. BVBC, 495-9500.

August 1-2 — Easom Regatta for Etchells. SFYC, 435-9133.

August 1-7 — El Toro North Americans at Kaneohe YC, Oahu, Hawaii. Ron Locke, (510) 846-9136.

August 1-14 — Kenwood Cup — still the best regatta on the planet! Ken Morrison, (808) 946-9061.

August 7 — Santa Barbara to King Harbor Race, one of the fun ones down south. SBYC, (805) 965-8112.

August 8-9 — Bonita-Encinal Race, aka the second half season opener. YRA, 771-9500.

August 8-20 — 505 Worlds, hosted by Santa Cruz YC. Wet and wild dinghy action, featuring current world champs Kirsten Bergstrom and Olle Wenrup of Sweden, Axl Rose, David Lee Roth, Slash and various other rock stars. T. Carter, (408) 476-1479.



COURTESY 505 FLEET/PETRA KELLERS

August 15 — The Hopefully Annual Cal 20 Invitational Team Race Series. Two of the most competitive classes on the Bay, the Etchells and the J/24s, will duke it out in Cal 20s. SFYC, 435-9133.

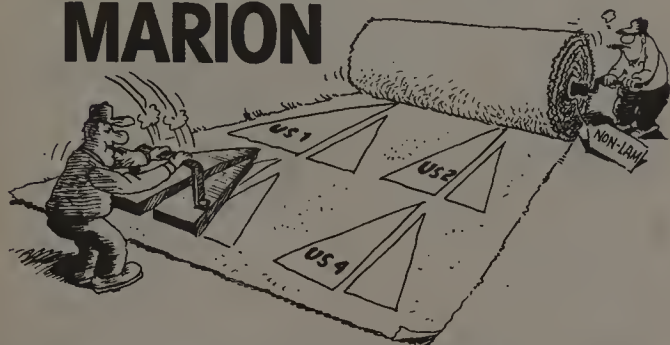
August 15 — Wylie Wabbit Wiver Wun. Miles of smiles from RYC to Brannan Island. Kim Desenberg, (510) 523-8330.

Beer Can Races

BAY VIEW BOAT CLUB — Monday Night Madness: 7/27, 8/10, 8/24, 9/7, 9/21. Dan Bjork, 864-1109.

BENICIA YC — Thursday Night Series. Every Thursday night through September. Ken VanStory, (707) 746-0788.

YOU'RE NOT JUST ANOTHER SAIL AT MARION



Today just about everything comes off a production line. That may be okay for some people, but at Marion we take a different approach to the design and construction of sails. We believe that a sail should be designed and engineered to maximize your boat's performance potential for the area in which you sail and your own sailing style. Our individual approach to sailmaking delivers value and success for our customers.

Join the Marion Winners.

For your new sails call: Dick Pino or Howie Marion

(510) 523-9411

Fax (510) 523-9433

SAILS, RECUTS, REPAIRS

Sails By Marion

Mail: P.O. Box 4014-281, Alameda, CA 94501

Loft: Alameda, Marina, 2035 Clement Avenue, Alameda, CA 94501



AEA Computer Weather FAX for IBM PC



- * Supports VGA, EGA & CGA
- * Unique RS-232 "feedthru", won't tie up your COM port
- * 16 level grey scale for satellite photos
- * Menu driven, programmable
- * Requires min DOS 2.1.1, 640k ram
- * Plugs into any SSB, HAM or general coverage receiver headphone jack
- * Includes software, COM port, converter & manuals
- * We ship anywhere, Call Today

\$99.95

SIGNET MARINE Service!

We have the largest inventory of new, used and reconditioned parts in the Bay Area
From traditional analog to SmartPak, we've got you covered.

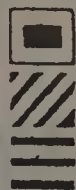


Farallon Electronics

2346 B Marinship Way, Sausalito, CA 94965

415-331-1924

OPEN BOAT WEEKEND ▲ MARINER SQUARE YACHTING



MARINER BOAT YARD

"Where Service Has Meaning"



*"Our High Standards,
Quality and Workmanship
Make Your Boat Fun and Safe to Use."*

FOR ALL YOUR BOATING NEEDS!

- Bottom Painting
- Fiberglass/Gelcoat
- Electronic Installations
- Entertainment Centers
- Lewmar Hydraulics
- Edson Steering
- LPU Mast & Hull
- Webasto Heaters
- Guaranteed Blister Repair
- Engine Service
- Lift 16.5' Wide - 50 ton

Call Now!

(510) 521-6100

Pete Van Inwegen ~ Manager

COME SEE US!

2415 Mariner Square Drive,
Alameda, CA 94501

MARINER SQUARE YACHTING CENTER ▲ OPEN BOAT WEEKEND

NEW! TRAILERABLE BREAKTHROUGH!



23' SANTANA 2023

Helms Cruising Center expands its line of lightweight performance family trailerable sailboats with the addition of this breakthrough from Santana.

Trailerable Sailing with a Difference

- High Performance
- 6 Minutes from Trailer to Sailing
- Water Ballast for Low Tow Weight
- Sleeps Four
- Enclosed Head
- Clean Lines

\$13,500
including
Sails & Trailer

**STOP BY OR CALL FOR A TEST SAIL...
YOU'LL BE IMPRESSED**



Helms

Cruising Center

(510) 865-2511 Alameda
(415) 332-5067 Sausalito

2415 Mariner Square Dr., Alameda, CA 94901

CALENDAR

BERKELEY YC — Friday Night Races. Every Friday night through September 25. Free! Paul Kamen, (510) 540-7968.

CORINTHIAN YC — Friday Night Series. Every Friday night through September 11. CYC, 435-4771.

ENCINAL YC — Summer Twilight Series. Friday nights on the Estuary: 7/24, 8/7, 8/21, 9/4, 9/18. Rich Pipkin, 957-1956 (days).

FOLKBOAT ASSOCIATION — Wednesday Night Series for KIF boats (Knarr, IOD, Folkboats). Ed Welch, 851-3800.

ISLAND YC — Summer Series. Friday nights on the Estuary: 7/31, 8/14, 8/28, 9/18, 10/2. Jerry Manifold, (510) 521-7265.

LAKE WASHINGTON SAILING CLUB — Tuesday Nights in Sacramento. Info, Gale Stockdale, (916) 332-0775.

RICHMOND YC — Wednesday Night Series (first and third Wednesdays through September). RYC, (510) 237-2821.

SANTA CRUZ — Wet Wednesdays, every 'hump day' through October 21. Informal, free and fun. John Siegel, (408) 688-1820.

SAUSALITO YC — Summer Sunset Series. Tuesday nights: 7/28, 8/11, 8/25, 9/8, 9/22. Bill Riley, 388-2446 (days) or Rob Moore, 331-3134 (nights).

SAUSALITO CRUISING CLUB — Friday Night Series. Every other Friday until October. SCC, 332-9349.

SIERRA POINT YC — Tuesday Night Series off Oyster Point. Jim Lee, 876-0521.

SOUTH BEACH YC — Friday Night Races. Second half dates available by calling SBYC, 495-2295.

ST. FRANCIS YC — Friday Evening Boardsailing Races. Every other week until August 21. StFYC, 563-6363.

TIBURON YC — Friday Night Series off Paradise Cay. Most Friday nights through September 25. Fred Conta, 435-9513.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, FAX them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

July Weekend Currents

date/day	slack	max	slack	max
7/03Fri		0047/3.3F	0335	0652/5.4E
	1038 2252	1340/4.4F	1703	1932/3.3E
7/04Sat		0139/3.1F	0433	0741/4.8E
	1124 2357	1427/4.0F	1746	2021/3.5E
7/05Sun		0240/2.9F	0537	0834/4.0E
	1212	1515/3.6F	1831	2116/3.6E
7/11Sat		0226/4.4E	0625	0939/3.5F
	1246 2342	1536/1.7E	1808	2104/2.5F
7/12Sun		0313/4.6E	0711	1024/3.7F
	1332	1611/1.8E	1855	2147/2.6F
7/18Sat		0054/2.5F	0346	0654/4.1E
	1038 2254	1337/3.2F	1657	1929/2.8E
7/19Sun		0139/2.3F	0429	0735/3.6E
	1107 2342	1412/3.0F	1728	2009/3.0E
7/25Sat		0033/3.9E	0454	0756/2.6F
	1116 2206	1309/1.4E	1613	1918/2.1F
7/26Sun		0134/4.4E	0548	0855/3.2F
	1213 2304	1413/1.7E	1718	2017/2.5F



Helm's
Cruising Center

(510) 865-2511 Alameda
(415) 332-5067 Sausalito
2415 Mariner Square Dr., Alameda, CA 94501

**NOW TWO
LOCATIONS!**

CORSAIR 24 & 27

OPEN BOAT WEEKEND JULY 11 & 12 IN ALAMEDA

See the F-24 & F-27. Call for a test sail.

Two F-27s available for charter in Sausalito.
Call (415) 332-5067 for information.

Dealers for Ta Shing Taswell 43, 49 & 56

LISTINGS

25' CAL 2-25	14,900	30' HUNTER	28,000
27' CORSAIR F-27	57,000	30' CATALINA	24,950
27' ORION	55,000	30' NEWPORT	34,500
30' PEARSON	16,957	30' FREEDOM	56,000
		30' WILDERNESS	Opportunity

BROKERAGE

32' APHRODITE 101*	39,000
32' FREEDOM	58,500
33' PETERSON	36,000

* in Sausalito

36' FREEDOM	105,000
38' CROWTHER MALIBU trimaran	58,000
38' ERICSON*	77,000
38' FREEDOM (factory demo)	165,000
41' ISLANDER FREEPORT	89,000

41' CHEOY LEE, Perry	99,000
43' TASWELL	SOLD
45' FREEDOM	From 288,950
45' COLUMBIA	69,000

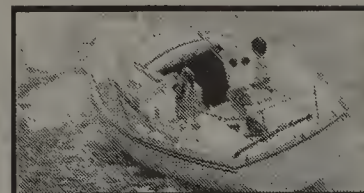


INTRODUCING THE FREEDOM 45 AFT COCKPIT

Freedom 45 Aft Cockpit...Gary Mull's elegant new design of the popular Freedom 45 hull. Designed to be sailed by one or two people, the new Freedom 45 Aft Cockpit has a large three-cabin interior and offers incredible comfort and convenience.



PEARSON 30 \$16,950



CATALINA 30, 1982 \$24,950



45' COLUMBIA \$69,000

OTHER SMALL BOAT DEALS:

Cal 2-25	\$14,900
Hobie 16	\$ 900

Catalina Yachts • MORGAN MARINE • NONSUCH • WILIECAT

IS YOUR BOAT FOR SALE? IS IT LIKE ONE OF THESE?

- 1981 Nonsuch 30 • 1987 Catalina 34 • 1978 Catalina 27 • 1982 Catalina 30 •
- 1984 Catalina 36 • 1982 Ericson 38 • 1992 Catalina 34 • 1980 Catalina 30 •
- 1992 Capri 22 • 1977 Catalina 27 • 1983 Columbia 31 • 1992 Catalina 42 •
- 1978 Ericson 27 • 1985 Catalina 36 • 1991 Morgan 45 • 1984 Catalina 36 •
- 1976 Ericson 39 • 1982 O'Day 25 • 1987 Catalina 25 • 1992 Capri 14.2 •
- 1985 Catalina 27 • 1992 Catalina 42 • 1992 Catalina 34 • (Your boat?)

IF IT IS, AND IF IT WERE LISTED WITH US, GOOD CHANCE WE WOULD HAVE SOLD IT FOR YOU IN MAY OR JUNE ALONG WITH THE TWENTY-FOUR SAILBOATS LISTED ABOVE.

ARE YOU LOOKING TO PURCHASE A SAILBOAT?

- We are one of the most active yacht brokerages in Northern California •
- Our company is staffed by sailors • Having spent our lifetimes sailing on the San Francisco Bay, we are best qualified to help you find the sailboat that will fit *your* needs • At a fair price • Properly surveyed for your protection • Financed •
- Serviced • Ready for you to sail and enjoy • As a full-service yacht brokerage and new sailboat dealer, we are one of few that represent sailboats under 30-feet and under \$20,000 • What other San Francisco Bay yacht brokerage could match 24 would-be sailors with 24 quality new and used sailboats in less than two months? •
- None, we think •

★ WE HAVE SAILBOATS !! NEW AND USED! ★

- 1992 Catalina 42 \$134,500 • 1979 Morgan 41 \$78,995 • 1974 Northstar 40 \$77,995 •
- 1987 Nonsuch 36 \$133,500 • 1983 Ericson 38 \$69,996 • 1984 Catalina 36 \$54,995 •
- 1988 Catalina 34 \$63,900 • 1970 Columbia 30 \$29,000 • 1983 Catalina 30 \$25,900 •
- 1992 Catalina 30 \$52,500 • 1987 Catalina 30 \$45,000 • 1982 Catalina 30 \$26,900 •
- 1981 Santana 35 \$38,500 • 1974 Westsail 32 \$49,900 • 1973 Ericson 32 \$27,900 •
- 1975 Pearson 33 \$38,995 • 1986 Nonsuch 30 \$89,500 • 1986 Nonsuch 30 \$84,750 •
- 1979 Nonsuch 30 \$59,000 • 1984 Catalina 30 \$36,995 • 1980 Catalina 30 \$24,995 •
- 1977 Morgan 30 \$19,995 • 1984 Lancer 30 \$21,995 • 1976 Catalina 30 \$21,900 •
- 1972 Ericson 29 \$18,995 • 1974 Pearson 30 \$14,500 • 1981 Ericson 28 \$22,900 •
- 1985 Catalina 27 \$16,300 • 1982 Catalina 27 \$17,000 • 1982 Catalina 27 \$16,995 •
- 1976 Catalina 27 \$11,995 • 1976 Catalina 27 \$10,495 • 1982 Nonsuch 26 \$45,000 •
- 1976 Pearson 26 \$7,900 • 1978 Folkboat 26 \$11,995 • 1966 Coronado 25 \$4,395 •
- 1980 Ericson 25 \$9,500 • 1976 Catalina 22 \$3,995 • 1990 Catalina 22 \$12,500 •

Farallone Yacht Sales

2415 MARINER SQUARE DR., ALAMEDA, CA 94501
(510) 523-6730 DAVE OR JOHN

Eagle Yacht Sales

1966 COYOTE POINT DRIVE
(415) 342-2838 CHRIS OR ED

SEE THEM ALL AT OUR JULY OPEN BOAT WEEKEND • JULY 11 & 12

Catalina Yachts

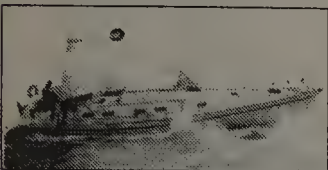
MORGAN MARINE • NONSUCH • WILIECAT

**50' SANTA CRUZ, 1983**

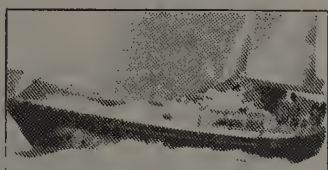
Second owner upgraded with new elliptical rudder, full ocean racing gear and Category 3 safety equipment, all in excellent condition. 23 sails with new main in '92. \$189,000. Ask for Ed Milano.

**MacINTOSH 47, 1986**

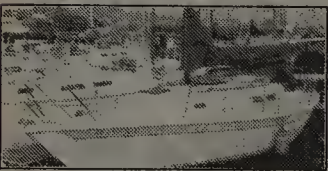
Fully equipped for bluewater cruising or fantastic liveaboard. This comfortable interior has to be seen to be appreciated. Contact David Willke. \$203,000.

**BENETEAU 4515**

If you are seriously considering the purchase of a new Beneteau 4515 you must see this one! Better than the day the dealer delivered her. Since she has had very little use her original owner is seriously offering her for sale. Contact Chris Corlett.

**C&C 40, 1980**

Current owner moving up. Excellent cruiser/rocker, fully equipped for offshore work. Her ability has been proven. Full electronics including SSB, complete sail inventory, custom deck hardware, oversize winches. This yacht was a custom order for an experienced yachtsman. Call Chris Corlett today for details.

**30' ERICSON 30+**

1981, this great cruiser/rocker was just reduced to \$24,950, offering you an unbelievable value! Don't miss this bargain, it won't be around long!!!

**29' J/BOAT, 1983**

"Powerplay." Active Bay Area one-design fleet, past season champ, most competitive configuration on SF Bay. This owner has changed priorities - priced to sell at \$24,500.

• **EXPRESS HEADQUARTERS •**
Only ONE Express 37, ONE Express 34
and TWO Express 27s Available!

SAIL	
24' J, '80	9,000
24' J, '79	8,500
24' J, '84	17,000
24' J, '77	10,500
24' J, '83	18,900
24' J, '79	7,500
27' Express, '84	19,500
27' Express	19,500
27' J, '85	23,500
28' J/28C, '87	49,500
28' Islander, '78	22,500
29' J, '84	34,500
29' J, '83	24,000
30' J, '79	32,500
30' CS, '86	49,000
30' Catalina, '77	23,000
30+Ericson, '81	24,950
30' Columbia, '77	19,950
33' Farr, '84	39,000
33' C&C, '76	35,000
33, J, '89	78,000
34' Express, '88	74,950
34' Farr 10/20, '84	54,950
34' DB1, '82	59,000
POWER	
24' SeaRay Sport, '79	17,500
24' Bayliner, '87	22,000
26' Cruisers Inc., '88	38,500
29' Chris Craft, '84	42,500
30' Fairchild '80	39,000
31' Bertram, '66	65,000
34' Nautiline houseboat, '73	22,500
40' Cruise-A-Home, '76	42,500
40' Owens, '66	44,000

AT OUR DOCKS (in bold)

• ACTIVE ONE-DESIGN FLEET

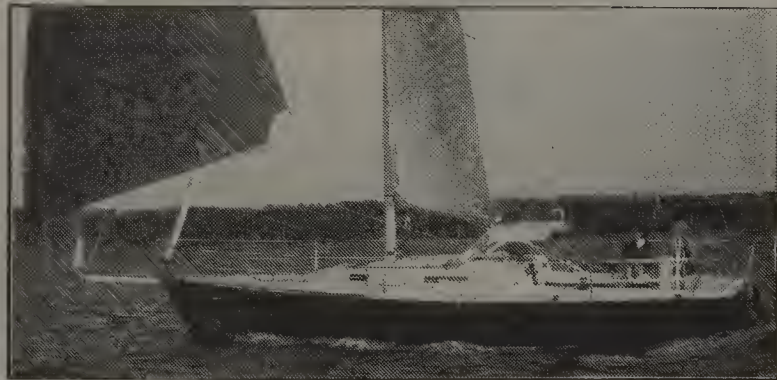


2415 Mariner Square Dr., Alameda, CA 94501
(510)523-8500 • (800)559-5533

Don Trask, Chris Corlett, Nate Knowles, Dave Willke, John Niesley, Ed Milano

J/105: OWNER PROFILE #3

This is the third in a series from J/Boats West profiling new owners and why they made the switch to the J/105



New Owner: Tony Soter

J/105

Background: Extensive Bay and ocean sailing experience in addition to many miles of short handed sailing.

Goal: Tony wanted a boat that was, by design, so inherently stable and fast that it would not require numerous, well trained crew or high tech complications to sail to its potential. In short, a boat that could be enjoyed and sailed efficiently while racing or cruising short-handed.

Quote: "I looked long and hard, at all kinds of used boats and even entertained a custom design and then along came the J/105. It easily embodies the combination of values I sought and, all things considered, does it at a fair price."

J/105s sold out through hull #60!

**OPEN BOAT
WEEKEND**
July 11 & 12

Current J-Boat Line-Up:

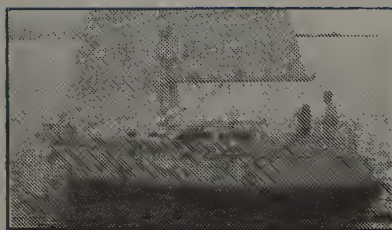
J 24 J 92 J 105 J 35 J 35c J 39 J 40 J 44

J/Boats West

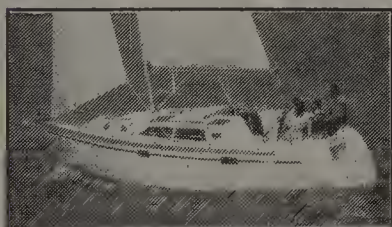
2415 Mariner Square Dr., Alameda, CA 94501
(510)522-0545 Fax (510) 522-0641

NOR CAL, Where Value is King. The Prices are Right, The Boats are Right.

HUNTER  *We go the Distance*



HUNTER 30. The most liveable sailboat in the market. Enjoy the openness of the cabin with plenty of ports and hatches. You'll appreciate the beauty of the teak and holly sole and hand-finished teak woodwork. Sea dining is easy with the convenience of an L-shaped galley fully equipped with a gimbaled 2-burner stove/oven, large ice box & double stainless steel sinks with h/c pressure water. Her interior features an athwartships double berth aft + a fully enclosed head with pressurized shower, molded vanity with mirror. The convertible dinette expands comfortable sleeping for up to seven.



HUNTER 33.5. Engineered to proved strength, performance and comfort, as well as unprecedented value.

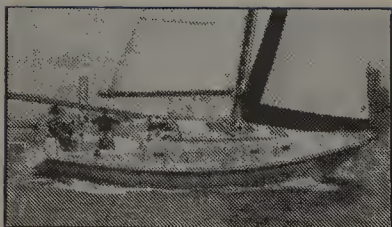
The 33.5 carefully balances sea kindliness and stability with a nimble, spirited character. The easily driven hull is powered by an impressive double spreader fractional rig that is designed to be handled by a family of two. Additionally, our proven bulb-wind keel provides good performance, smooth motion and reduced draft.



PASSAGE 42. The center cockpit plan, plus a 14' beam, allows tremendous interior volume. Featuring personal accessory installations, including a bimini for full enclosure. Aft of the cockpit is a full-sized padded sun lounge and a stepped transom complete with storage. The wrap-around windshield not only sets her apart in styling, but creates a bright, open feeling in the main salon.

The new 42 is yet another example of Hunter Marine's industry leadership and growth.

BROKERAGE SPECIALS



ERICSON 34

1987. Harken roller furling, radar, new bottom, Loran, propane, refer.
\$68,999



CATALINA 38
Cruise Racer Special.
"Rum Tum Tugger",
Lots of sails, hydraulic backstay and loads of upgrades.
\$48,999

DEALER FOR:

- Donzi
- Jeanneau
- Pacific Seacraft
- Luhrs
- Thompson
- Chris Craft
- Hunter Marine
- Gran soleil
- Ericson
- Catamarans
- Gemini 32'-34'
- PDQ 36'
- Lagoon 37'-55'
- Americat 30'


NOR CAL
YACHTS
SINCE 1961

CREALOCK 37 by Pacific Seacraft

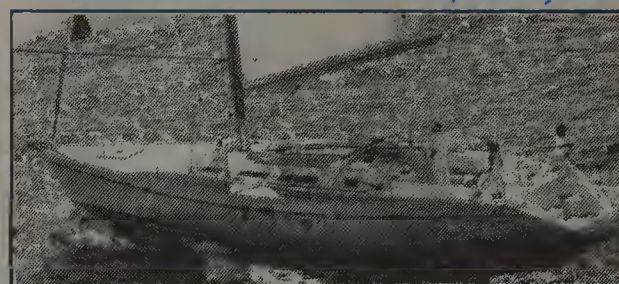


Includes • Bottom paint: Epoxy Barrier Coat and two coats of bottom paint • Cutter Rig • Single Handers Package: Halyards and first reef led aft. Lewmar #16CST coach roof winches • Chrome plated bronze hardware • Harken Roller Furling Systems on both headsail and staysail • Force 10 Propane 3 Burner Stove and Oven with Broiler • DC Refrigeration System • Heavy Duty Marine Batter Charger • Lightning Ground • Single sideband Copper, Grounding Strap. Autohelm ST 50 Knot log, depth and wind at helm with multi-function unit at nav station • ICOM VHF Radio with Antenna • Ritchie SP-5 Pedestal Steering, Compass. Main sail with 2 Reef Points (7.1 oz., 272 sq. ft.) • 120% Roller Furling Genoa w/cover, (6.3 oz, 414 sq. ft.) • Roller Furling Staysail w/cover, (7.1 oz, 140 sq. ft.) • Main Sail Cover

"Voyagemaker" \$155,850
Sailaway

JEANNEAU 51

Price has been lowered **NOW**
Unbelievable Value! \$299,950



~ Brokerage ~

20' FLICKA, '81	21,900	33' MORGAN O/L, '73	34,900
25' CATALINA, w/trlr, '86	16,900	34' OLSON, '88	64,000
25' CAL 2-25, '80	13,875	34' ERICSON, '87	68,999
26' CHRYSLER, '77	6,950	34' ERICSON, '89	79,500
27' NEWPORT, '76	12,999	34' JEANNEAU, '84	49,500
28' ISLANDER, '77	21,900	35' ERICSON w/slip, '84	69,000
28' ALBIN Cumulus, '81	21,500	36' CS, '84	67,800
28' PEARSON, '86	36,000	36' ERICSON, '85	59,900
30' ERICSON, '84 ... SOLD	31,950	37' CREALOCK, 80	109,950
30' PEARSON 303, '85	44,000	37' C & C, '86	89,500
30' ISLANDER MKII, '74	14,900	38' CATALINA, '84	48,995
30' HUNTER w/slip, '81	21,900	38' ERICSON, '86	87,500
30' SANTANA, '76	14,950	38' PEARSON 385, '84	89,950
30' CATALINA, '76	14,995	38' HC, '77	89,500
31' CREALOCK, '88	99,000	40' PASSPORT, 88	140,000
32' ERICSON, '89	67,950	41' JEANNEAU, '87	119,750
32' ERICSON, '78	27,900	45' JEANNEAU, '85	175,000
32' MORGAN, '79 ... SOLD	32,995	45' CORONADO, '72	78,950
32' COLUMBIA 9.6, '76	22,900	47' VAGABOND, '78	139,000
32' VALIANT, '77	45,000	51' JEANNEAU, 91	299,950

510/ 523-8773
800/ 878-BOAT
2415 Mariner Square Drive
Alameda, CA 94501

THE WEST'S LARGEST QUALITY YACHT DEALERSHIP

Illustrations shown may in some cases be sisterships. Particulars believed to be correct but not guaranteed. Subject to price change prior to sale, or withdrawal without notice.

A Young Family Follows Their Dream

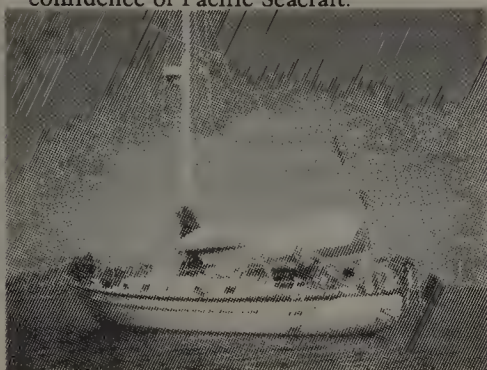
"Setting out in the Crealock 37 makes cruising all that much easier"

Bill Meanley

When Bill, Patty and Kelly Meanley set sail for a distant paradise in *Dolfin*, their Pacific Seacraft Crealock 37, they weren't quite sure what to expect. "We'd never been out longer than an overnighter before we left San Diego for a 3,100 mile passage to the Marquesas," smiles Bill. "But everything was just fine."

"Ua Pu appeared as a huge castle, nature's shrine," writes Bill in a letter to friends. "Its steeples and spires rising literally to the clouds. With daylight fading rapidly we entered the small bay of Hakehau. A tropical sunset to the west set fire to the clouds and cast a pink glow to steep peaks whose shadows divided lush green valleys into every imaginable shade. For the first time we truly felt we were in tropical paradise."

And the adventure had just begun. Nine months later, with over 7,500 miles under their keel, this young cruising family is in New Zealand and still going strong. Exploring the world with the confidence of Pacific Seacraft.



Dolfin at anchor at Manihi in the Tuamotus. "The Crealock 37 is a perfect boat for a small family like ours."

Pacific Seacraft peace of mind

"Setting out in the Crealock 37--a boat truly designed and built for real offshore cruising--makes cruising all that much easier," says Bill. "We don't have to put up with the compromises inherent in so many other boats. *Dolfin* definitely gives me peace of mind."

And with good reason. Pacific Seacraft boats have long been the focus of sincere and heartfelt praise. Renowned sailing author Ferenc Mate writes in his newest book, *The world's Best Sailboats* that "without a doubt the most outstanding cross section of cruising boats in this book is built by Pacific Seacraft." FORTUNE magazine has included Pacific Seacraft in their recent issue devoted to the 100 American products recognized to be the finest of their kind in the world--the only sail boat builder represented. And perhaps most important, countless Pacific Seacraft's boats--from the mighty Flicka 20 to the stunning Crealock 37's--have sailed with confidence and comfort to the far corners of the world.

The construction details are unsurpassed. Pacific Seacraft's boats are beautiful; they are superb performers; and they are strong. Very strong. The construction details of every Pacific Seacraft boat are unsurpassed: 100% hand laid and squeegeed hulls and decks; double flanged, thru-bolted hull-to-deck joints; uncompromised structural bonding of bulkheads to hull and deck; solid bronze



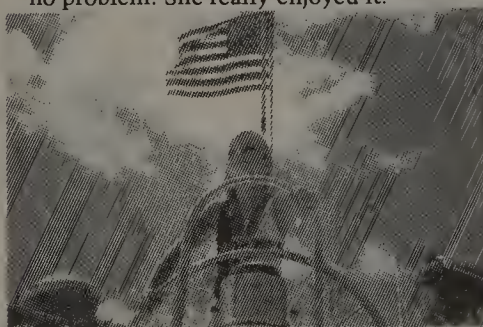
Bill and Patty underway in Bora Bora.

deck hardware, thru-bolted and-backplated; solid bronze U.L. approved seacocks; heavy bronze gudgeon supports at rudder bases; fully protective propeller apertures; one piece solid lead ballasts; superb engine access through cabin and cockpit-sole hatches; and American production ensuring immediate service for any reason.

A family affair

Cruising aboard the *Dolfin* is decidedly a family affair. Kelly, who celebrated her 8th birthday in Moorea, contributes her share to the progress of the adventure. Bill writes of a dinghy trip to a tropical river in Nuku Hiva: "As we approach the shore where river meets bay the surf is breaking and Kelly informs me in no uncertain terms that we must not try it. Kelly seems to have arrived at the age of caution, aided no doubt by her participation in many of my infamous exploits. I grudgingly retreat at all possible speed to the calmer waters at the other end of the beach, carefully masking my gratitude to Kelly for saving me from certain humiliation."

Bill smiles, "Kelly even sails the boat. We were on a broad reach from Huahine to Raiatea in 25 knots of wind and covered the 25 miles in 3 1/2 hours. The seas were steep, choppy and slapping against the hull pretty good--and Kelly steered just about the whole way. She had to straddle the cockpit seats to reach the wheel, but she steered the boat with no problem. She really enjoyed it."



8 year old Kelly Meanley at the helm of the Crealock 37 Dolfin. "We sailed the 25 miles from Huahine to Raiatea in 3 1/2 hours and Kelly steered almost the whole way," says Bill. "The boat is very easy to handle."

Balance and control

"The boat is very well balanced and

steers great with the windvane," says Bill. "Coming from Raratonga to Niue the trades were blowing really really hard--a sustained 30-35 knots, and up to 40--the seas were building and we were sailing under greatly reduced sail. Some steep cross seas were trying to knock the stern around. The waves were the biggest we'd seen. But still the boat tracked beautifully and the windvane kept us right on course."

"We sailed out of Nuku Alofa, Tonga on a beam reach in 15-18 knots of wind with a full main and 100% jib; then we sailed for

3 days straight averaging 150 miles per day, literally without touching a thing. Down below it felt like we weren't even at sea." Bill laughs, "I'd run up topside and look at the knot meter which would be sitting between 7.3 and 7.4 and I'd just shake my head. I couldn't believe it. It's a fast, comfortable boat."

Bring your dreams home with Pacific Seacraft

"This is my third boat," says Bill, "and quite a move up from my old 27 footer. At first I was worried there would be a dramatic difference in sailing the 37. But I'll never forget how surprised I was when I discovered I could actually handle the 37 easier than my old 27 footer. Of course everything on the 37 is better rigged: much better winches and more of them and everything is laid out perfectly. Right from the beginning I was confident with the Crealock 37. It just felt natural."

It's a wonderful boat for a small family like ours. There's lots of stowage space, with drawers and lockers everywhere. A lot of boats bigger than the 37 aren't nearly as well conceived for cruising. Take the anchoring systems, for instance: I love the way the Crealock 37 is set up with three separate chain lockers and rollers. I have three anchors ready to go at a moment's notice, nothing to put together or hunt for. She is very, very cruisable.

"I'm so happy with the boat. If I had to do it all over again, there's not another boat I'd rather own." The Pacific Seacraft Crealock 37.

Let Pacific Seacraft bring your dreams home too.

NORCAL 510/ 523-8773
YACHTS 800/ 878-BOAT
SINCE 1961
2415 Mariner Square Drive • Alameda, CA 94501

Pacific Seacraft
Corporation

1301 E. Orangethorpe Fullerton, CA 92631
(714) 879-1610s

Bay Riggers

SPAR BUILDERS

- Replacement Rigs
- Class Masts
- Insurance Repairs
- Mast Painting



AGENTS FOR:

**Sparcraft
Isomat
Francespar
Dwyer
LeFiell**

2346 Marinship Way, Sausalito
(415) 332-5757

LETTERS

↓↑ IS IT POSSIBLE TO PUT YOUR FOOT FURTHER IN YOUR MOUTH?

As my father and I crossed the Golden Gate Bridge on our way to Sausalito, I became aware that it was a sparkling warm morning. I was still groggy from the drive up from UC Santa Barbara the previous day. As we neared the docks I became more nervous; this was to be my first sail with the captain I'm scheduled to crew for on the West Marine Pacific Cup and return trip from Hawaii. I had secured a spot on the 4,000-mile journey by telephone, and was wondering what lay in store for me.

As we got closer to the boat, a Freedom 44, my nervousness turned to anxiety. As we got to the slip, I was pleased to see that the boat was nice-looking and excellently maintained. My father and I greeted the captain and exchanged pleasantries. The captain informed us that four of his friends would be joining us for the day, and before long we were underway on what had to be one of the best sailing days of the year.

Since the captain and I had never sailed together, I tried my best to impress him with my athletic ability and sailing knowledge. I was able to trim the sails with no problem and I took the helm without a hitch. Everything was looking golden. Not only was the day working out well, but it began to look as though this might be my best summer sailing ever.

After enjoying a delicious lunch, my father took the helm while the captain and I sat next to each other in the cockpit trading old sailing stories. We were moving along at a good clip when I noticed a Hans Christian 43 gaining on us. As they pulled alongside, naturally they had the attention of everyone on our boat. All of the sudden, two women on the Hans Christian stood up, slipped off their tops and flashed their breasts.

I've been sailing on the Bay for years and this had never happened to me. I thought it was fantastic and the rest of the crew shared my sentiment. As the boat with the mischievous, well-endowed women sailed past, the conversation aboard our boat turned to how lucky we'd been — and where might we find more such beautiful women. Before then I'd just been thinking what a perfect day it was. After all, there I was, getting along marvelously with the captain and crew.

There were hundreds of sailboats on the Bay that beautiful day, sailing the glorious conditions. As we cruised along, I noticed *another* boat sailing on almost a collision course with us. As we came within five boat-lengths, I noticed there were two women aboard the Islander 36. Soon they had intentionally pulled directly alongside us. Would lightning strike twice?

"Show us your tits!" I hollered at the top of my lungs as I stood in the cockpit.

I sat back down next to the captain, who had a puzzled look on his face. I glanced over to the other boat, then back to the captain. He now looked more angry than puzzled.

"Of all the boats on the Bay! Do you realize you've just insulted my wife and daughter?" he snarled.

Would it have been possible to have put my foot further into my mouth?

I'm still going to Hawaii, but I think I'll keep my mouth shut for the first couple of days.

Joe Thomas
Isla Vista

Joe — Hilarious story. It takes a lot of courage to tell a tale in which you play the fool.

↓↑ TIME WILL TELL

A note that your readers who own marine engines might appreciate: Some engines, such as the Perkins 4-108, do not have anti-corrosion zincs. And most small oil coolers that have salt water running through them don't have zincs either — even though they have plugs in them. The problem is there isn't enough room inside for



Free Gift!

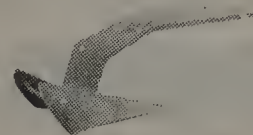
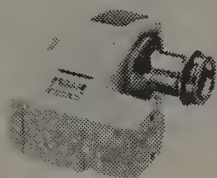


With Purchase of a Simpson-Lawrence Windlass or Anchor.

C.Q.R.

Choose from a complete range of windlasses:
Vertical, horizontal, manual and electric!

DELTA



Here's how it works. Purchase an S-L windlass or anchor from your local marine retailer*, send a copy of this ad & your original receipt, and we'll send your free gift immediately. Don't forget to provide your name, address and telephone number. Any questions, call for details.

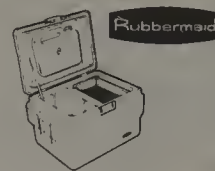
* Item must be purchased from a West Coast based marine dealer. Offer good on purchases July and August, 1992. Not valid in conjunction with any other offer.

AVON
SEAGULL MARINE

Gift Selection: Please check your preference.



Jason Binoculars*
7 X 50



Rubbermaid 48Qt.
Ice Chest



\$25.00
Avon Seagull Marine
Gift Certificate

* Free binoculars with windlass purchase only.

1851 McGaw Avenue, Irvine, CA 92714. 714/250-0880, 800/432-7275/CA, 800/854-7595



MONITOR WINDVANE™

The Cruising Gear Preferred by the BOC Single Handed Racers

For the cruising sailor the best self-steering device is the MONITOR. It is *proven* and has superior features.

- Stainless construction
- Maintenance free, superb bearing system
- Infinite remote control
- Flip up/down water paddle

The MONITOR performed flawlessly in the 1990-91 BOC. Among the eight Class II (50 ft) boats that finished the race, seven had windvanes.

Five of these vanes were MONITOR windvanes and two were Aries (no longer manufactured).

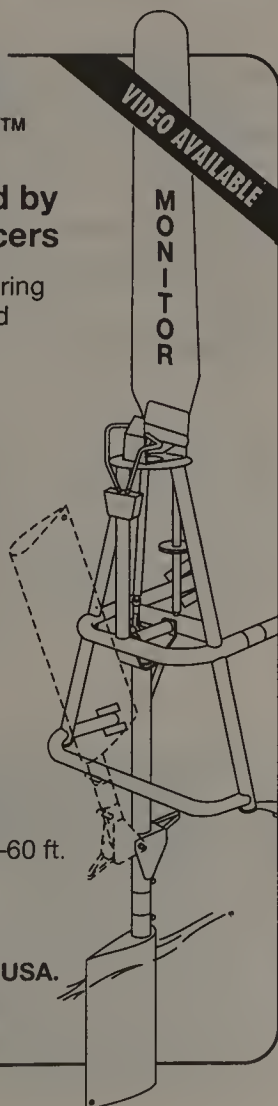
The individually factory designed mounting system makes the MONITOR the best choice for most boats from 20-60 ft.

Factory direct:

SCANMAR MARINE PRODUCTS

298 Harbor Drive • Sausalito, CA 94965 USA.

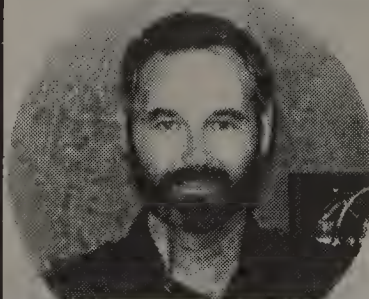
Tel. (415) 332-3233 • Fax (415) 332-0957



Navigating In Fog Is No Fun!

YOU NEED RADAR

FURUNO IS THE LEADER
They have earned their reputation

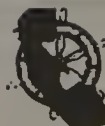


— CHECK AROUND —

Ask the commercial vessel operators, they demand the best performance per dollar. If you are serious about radar performance — you need a FURUNO. Call now or come in for our new super low prices.

WE PLEDGE TO BACK EVERY PRODUCT WE SELL WITH PERSONAL, INHOUSE TECHNICAL SERVICE.

RICH WILDE'S **CAL-MARINE**
ELECTRONICS CORPORATION



SALES •
SERVICE •
INSTALLATION •

PIER 19, THE EMBARCADERO
SAN FRANCISCO, CA 94111

(415) 391-7550

City Yachts

10 Marina Blvd., San Francisco

415-567-8880



RARE BALTIC 38

Well set up as a cruiser/racer. Now at our dock.....\$142,000

POWER • POWER

25' SKIPJACK	31,895	43' PRESIDENT	150,000
31' BERTRAM Flybridge	90,000	45' CHRIS CRAFT	94,900
32' GRAND BANKS	98,000	46' MOTOR SAILER	120,000
32' GRAND BANKS	Price Reduction	46' OCEAN ALEXANDER Sedan	295,000
35' FLYBRIDGE SEDAN	58,500	46' CHRIS CRAFT Constellation	99,000
35' BERTRAM	98,500	48' TOLLYCRAFT Motoryacht	300,000
36' SEDAN CRUISER	78,000	49' ALBIN Trawler	145,000
38' BERTRAM Motoryacht	65,000	50' STEPHENS	140,000
38' HUNTER	29,900	53' HATTERAS	385,000
38' MATHEWS	39,500	53' NORDLAND BOAT CO.	225,000
42' OCEAN ALEXANDER Sedan	229,000	70' DITMAR & DONALDSON	525,000
42' GRAND BANKS SEDAN	199,500	78' MONK	1,495,000
43' ALBIN Trawler	115,000		

SAIL • SAIL

29' CAL	23,000	38' FARALLONE CLIPPER	25,000
30' FARR	17,500	40' FARR INTERNATIONAL	150,000
30' YAMAHA	25,000	40' CHALLENGER	84,500
30' BRISTOL	32,000	41' ISLANDER FREEPORT	73,900
30' CATALINA	23,500	41' COOPER	115,000
31' CAL	28,000	42' STEWART	50,000
32' ERICSON	29,500	44' NORDIC	139,000
33' NORWEST	49,500	44' PETERSON	89,000
34' C&C	49,000	45' COLUMBIA	79,000
34' BENETEAU	72,000	46' CAL 2-46	125,000
35' SANTANA	55,000	46' ISLANDER TRADER	109,500
36' ISLANDER FREEPORT	70,000	47' VALIANT	195,000
36' PETERSON	69,000	59' HINCKLEY SOU'WESTER	595,000
36' CUTTER	23,000	65' SWAN 651	1,250,000
37' EXPRESS	98,000	84' PREISS CUSTOM	375,000
38' HANS CHRISTIAN Cutter	99,500		

LETTERS

the pencil zincs that are sold in most marine stores.

I had the transmission cooler on my Borg Warner Velvet Drive transmission corrode out, fill the tranny with sea water and do a Murphy. Naturally this happened at a most inopportune time — 600 miles south of San Diego.

What to do? I thought about it for a while and believe I have come up with a fairly easy cure. My boat has a rather large sea water strainer, with a large clear lid held on by about 10 wing nuts. I removed the lid, drilled and tapped a hole in it to hold one of the larger pencil type zincs. Then I soldered a small 6mm bolt to the brass zinc holder — so now it looks like a stud on the back of the zinc holder. I did the same on the small plug of the tranny cooler. Then I screwed the large pencil zinc with some sealer compound into the strainer lid. Finally I opened the sea-cock to fill the strainer.

Curious, I connected a millamp meter between the two studs — and was surprised to find 430 millamps on the display! I disconnected the shore power and then turned off all the 12-volt batteries — but still the meter kept reading about 430 millamps.

I then made up a length of 10-gauge wire with soldered-on terminals, and connected each end to one of the studs. I have since added lengths of this same wire to the main engine, generator, and freezer freon coolers; each terminates at the big zinc in the strainers.

I realize every boat has a different type strainer, but I think most can be adapted in some way to add a zinc to them.

I wish I'd opted to weld a small stainless plate to the side of the strainer and then drill and tap through the plate, but hindsight is always 20/20.

Time will tell how this system works, but I think it is a good idea to carry a spare transmission cooler just in case.

Gil Smith
Huntington Beach

Gil — We recently were talking to the owner of one of the biggest boat yards on the West Coast. He told us there are two things about boats that — no matter what anybody says — are still far from being completely understood: electrolysis and osmosis in fiberglass boats. We hope your solution is successful.

↑↓ THIS IS ONE COMPANY WE HIGHLY RECOMMEND

Occasionally a manufacturer gives such outstanding service that we'd like to tell everyone about them — especially when they are a West Coast company. SGC, a Bellevue, Washington, manufacturer of HF-SSB radiotelephones, is such a company.

We have one of their antenna couplers, long out of warranty, that was having problems. The unit was sent back to SGC for repairs. Not only did they repair the unit, but upgraded the SG-230 with all the latest modifications. The unit was returned within a week via UPS Air to Trinidad, West Indies, at no cost to us.

This is one company we will highly recommend, not only for their fine products, but for their after-sales service. We will also continue to do business with them.

Ralph & Kathleen Neeley
Neeleen
Trinidad/Santa Cruz

↑↓ HIS GROUND RADIALS ARE SUPER

I have been fiddling with Amateur Radio for a number of years and have enjoyed your controversial articles on the subject. I personally use CW almost exclusively at about 30 words per minute and find it both relaxing and fun. However I feel that 'no code' licenses are good for the hobby as they bring more people into Amateur Radio. And who knows, without the pressure of having to learn code, maybe they'll decide to do it on their own.

These days, most of the thrust of Amateur Radio is on digital communications. And quite frankly, I'm glad the test doesn't require superior digital abilities. A hobby is a hobby, and the more people

Lower Lower Lower Lower

**Lower your boat loan payments.
Refinance now!**

Convert your variable rate loan to a fixed rate loan –
or refinance for a more favorable rate or term.

Put the money you save in your own pocket.

Call for information on the variety of plans offered by
America's leader in yacht financing.

Kelly Johnson

(510) 865-3600

2415 Mariner Square Drive
Alameda, CA 94501

OR

Sandra Wofford

(714) 673-2525

3421 Via Oporto, Suite #201
Newport Beach, CA 92663

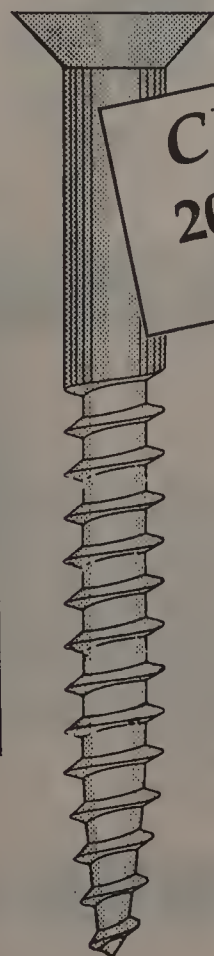
ESSEX CREDIT

C O R P O R A T I O N

Loans will be made or arranged pursuant to a California Department of Corporations Personal Property Broker
license or Consumer Finance Lender license.

Martinez Marine Hardware

SPECIAL ORDERS WELCOME



Clearance Sale
20% to 50% OFF
All stock items

COMPLETE BOATING SUPPLY STORE

ANCHORS • CHAIN • DOCK LINES
CHARTS • RUNNING LIGHTS • PAINTS
ROPE • BOOKS • VIDEOS • GSI REFILL
SILICONE • BRONZE & STAINLESS STEEL
FASTENERS & FITTINGS

(510) 372-7579
1-800-499-4PART

3811 Alhambra Avenue
Martinez, CA 94553
(1/4 Mile Off Highway 4)

DUES HAVE GONE UP SINCE JACK LONDON WAS A MEMBER



When famed author Jack London was an Oakland Yacht Club member, monthly dues were \$1.

Jack wouldn't recognize the Oakland Yacht Club now, with its brand new \$1 million clubhouse overlooking its own marina on the Estuary in sunny Alameda. But he would certainly remember the warm ambiance and the congenial boating spirit that has characterized Oakland Yacht Club for 78 years.

May we send you membership information? Or, just drop by any Friday night, by boat or car, and look us over.

Oakland Yacht Club
Founded 1913

Pacific Marina at the foot of Triumph St. in Alameda
(510)522-6868

**NEW
LOCATION!!**

Now at Stanford & Clement
(across from Alameda Marina)

**TWICE THE SPACE
FOR TWICE THE SERVICE!**

FOR THE BEST
IN WOODWORKING
FOR YACHT
OR OFFICE, CALL
(510) 521-5731

SAWCO

FROM CONCEPT

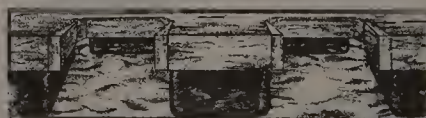


- Design flexibility, reduced maintenance and durability
- An unsinkable combination of polyethylene covering over a polystyrene foam block
- Not affected by petroleum solvents or marine pests

PolyPontoon™
MARINE FLOATATION

TO COMPLETION

MEETING ALL YOUR FLOATATION NEEDS SINCE 1968



(510) 233-5929

Pelafoam Inc.

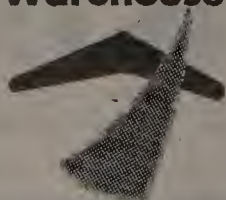
P.O. Box 36, Richmond, CA 94807

**NEW SAILS AT
WHOLESALE PRICES**
at Rolly Tasker's Sail Warehouse

Call or FAX for FREE Quotation

1 (800) 400-4709

(619) 234-4709 • FAX (619) 231-3989



WIN!!

Sail Orders are Entered in Drawing
for FREE Spinnaker!



MOORINGS MAY 1 - SEPT. 30

In the heart of Monterey Bay
Just East of Santa Cruz Harbor

Afternoon\$6
Overnight\$12
Weekly\$70
Monthly\$200
Seasonal\$925

For info. or reservations:
(408) 462-2208

1400 Wharf Road
Capitola, CA 95010

DAILY SHOREBOAT SERVICE
VHF CHANNEL 11

Restaurants • Supplies • Shops
Beaches • Shower • Laundry

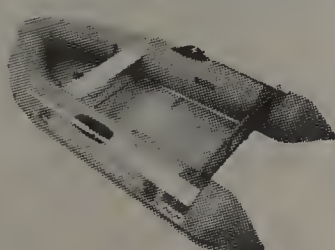
Buy An **AVON** This Summer And Get Up TO \$250.⁰⁰ in Cash or Accessories!



Redcrest

Grey or White

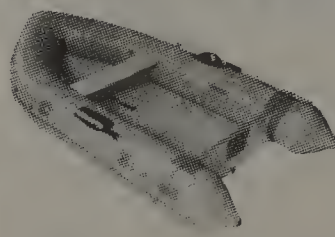
- ☐ \$25.00 Rebate, or
- ☐ Bravo Minimaster Inflator



Rover 3.10

Grey or White

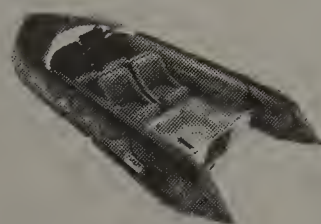
- ☐ \$50.00 Rebate, or
- ☐ Bravo Minimaster Inflator, or
- ☐ Underseat Storage Bag, or
- ☐ Fiberglass Seat



R.I.B. 3.10

Grey or White

- ☐ \$50.00 Rebate, or
- ☐ Underseat Storage Bag, or
- ☐ Fiberglass Seat, or
- ☐ Bowdodger



4 Meter Searider DLX

Grey or White

- ☐ \$250.00 Rebate, or
- ☐ Avon Custom Cover

Now's your chance to get a great deal on our most popular Avon models. Visit your *local dealer today, and make your best deal. Then send us a copy of your receipt along with this ad. Please include your name, shipping address and telephone number. We'll send you a gift or rebate, so please check your selection. Sounds easy? It is. Act now! Questions, call (800)432-7275 (CA Only), (800)854-7595.

Send rebate/gift claim to Avon Seagull Marine: 1851 McGaw Avenue, Irvine, CA 92714.

* Offer valid on Avons purchased from a West Coast based marine dealer only, during July and August 1992. Subject to availability.



Secluded. Secure. Picturesque.



IDEAL LOCATION BETWEEN BAY AND DELTA
FOR BOTH POWER AND SAIL

BERTHS NOW AVAILABLE

GLEN COVE MARINA

(707) 552-3236

VESSEL ASSIST

**Guaranteed
Free Assistance
When The
Unexpected
Occurs**



THE BOATOWNERS AUTO CLUB

No boater expects to have problems on the water, but when the unexpected occurs it's reassuring to know that you have the protection and support of an organization of highly trained, reliable Vessel Assist professionals. The U.S. Coast Guard may not render assistance unless you are in a life-threatening situation. In non-life-threatening situations boaters without VAAA membership pay as much as \$150 an hour for commercial towing — about \$1,000 for a 30-mile tow. With Vessel Assist it's all free.

In fact, VAAA Sail (\$49) or Power (\$79) membership means guaranteed: 24-hour immediate dispatch response via VHF radio, cellular phone or marine operator; free towing and jump starts; free delivery of necessary parts and fuel; discounts on fuel and marine products/services; quarterly newsletter; and more membership benefits. For the best, most reliable and comprehensive service available:



Join Today Call (800) 367-8222

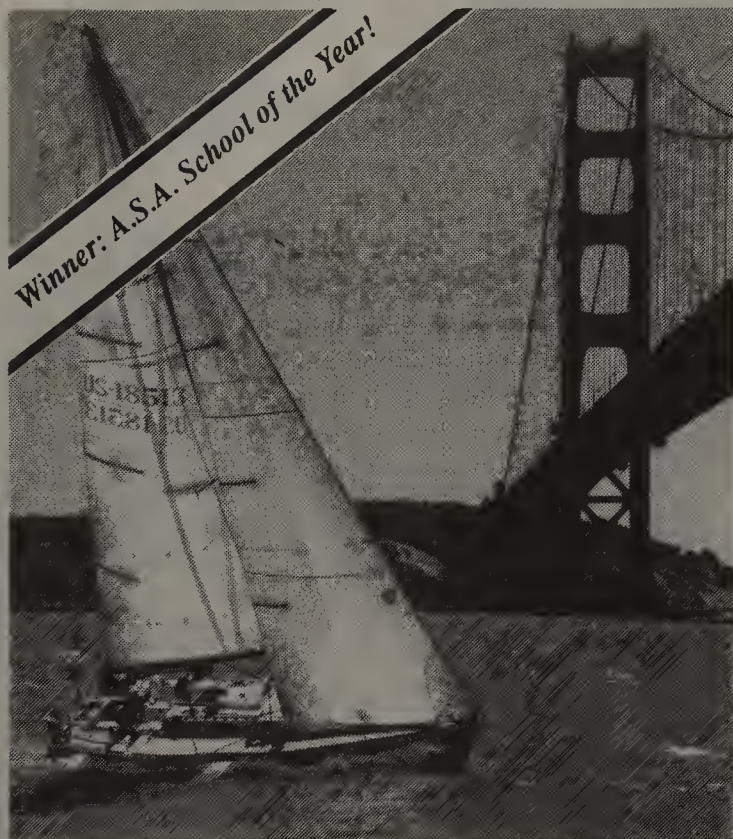
Marine insurance available through VAIS.

Call for a free quote.

VESSEL ASSIST ASSOCIATION OF AMERICA, INC.

LETTERS

Limited Offer



Learn to Sail for \$695

(a savings of 33%!)

Spend just 5 days or 2 weekends with us learning to sail aboard 24' to 30' sailboats worth up to \$70,000. Your instructors will be hand picked, U.S.C.G. licensed captains with years of experience. When you graduate, you'll be certified by the prestigious American Sailing Association to skipper up to a 30 foot sailboat.

Guaranteed Results:

If you do not pass this course, you can take it over, *free*! That's how sure we are you'll be skippering a 30 footer in just 5 days.

Comments from past students:

"I highly recommend your courses." - R.S., Danville

"The whole weekend was great!" - S.B., San Jose

"Our instructor was relaxed and at ease, explained and demonstrated techniques that were easily understood." - L.B., Dublin

"We were leery (*about learning*) to sail a 30' boat in 2 weekends. We have completed the course and to our surprise we feel very comfortable..." - R&J W., Pleasant Hill

Call us today for more information.



Alameda (800) 343-SAIL
Sausalito (800) 559-CLUB

that take part — whether thru CW, SSB or RTTY — the more the sport of Amateur Radio benefits.

Incidentally, Ed Vaughan and Julie Spencer spent April thru Christmas in Cape Town aboard their 40-foot Dutch sloop *Mas Alegre*. These nice folks are from somewhere in Southern California. After Christmas they headed to St. Helena for a few days, then on to Ascension for a couple more days. The Maritime Mobile operation on Ascension is no longer in operation as a result of a couple of deaths, so communication is line-of-sight with the harbormaster. Ed and Julie only stayed three days as the anchorage was quite rolly.

Fernando da Noronha off the coast of Brazil and Natal, Brazil were their next two stops. The couple report the latter anchorage was quite lovely and calm — with a nice yacht club! From there they had a tough sail to Barbados, where they dropped the hook on March 4 of this year.

Ed says their navigation has been a snap since they installed a Trimble GPS in Cape Town. As for communications, I've had a schedule with them on 15 MCS all the way from Cape Town to Barbados, which is about 5,000 miles. Ed is running an old ICOM with a manual tuner into a Hustler 14 MCS whip on the pushpit. He uses his backstay for his fax receiver antenna. His ground radials are super, which accounts for his ability to shoot 5K miles.

Their's is a nice boat that's well fitted-out. Why are California sailors a tranche above the rest?

Jon Martino
African Rover

Cape Town, Republic South Africa

Jon — A tranche above the others? What the hell's a 'tranche'?

↓↑ MEXICAN HEALTH CARE

This is our third season here in Mexico aboard *Stealaway*. Last year we were required to get a doctor's approval to take a Scuba class in Zihuatanejo, Mexico. This was a routine requirement of the NAUI certification course.

In the process of getting this approval, the Mexican doctor we were referred to discovered that Jack had high blood pressure. We were referred us to a cardiologist who gave Jack an EKG right in his office. He then found a medication and a dosage that seemed to work.

All of this cost about 300,000 pesos, or about \$100 U.S. Jack saw a cardiologist in Washington last summer where he spent about \$300 to pretty much confirm what the Mexican's doctors had done. The American doctor, however, prescribed a different medication for Jack, one which made him lethargic and caused his daily running to be extremely difficult. So we called the company that produced the Mexican drug Jack had been taking successfully and got the American name for the same drug — one that's commonly used in the United States by people with high blood pressure. Once we had the American name of the drug, the doctor relented, and allowed Jack to go back to the drug that had been working.

Ultimately, we'd spent three times the amount of money to get the same result. The doctors in Mexico, incidentally, didn't have a nurse, they did all the questioning and testing themselves. The American doctor had his nurse do much of the testing and questioning. The American doctor also missed the fact that Jack runs every day. The first medication he put Jack on was not a good choice for someone who does any kind of aerobic activity.

We both thought the care Jack got in Mexico was not only more personal, but better.

This week in Puerto Vallarta, I was having a problem that required a dentist. I'd heard of a good one in town, but begrudgingly went to her out of fears about the kind of treatment I could receive. The dentist I saw not only spoke excellent English, but was very personal, caring and thorough. She impressed me so much that I think that I'll start having all my dental work done here by her — instead of my Portland dentist. Incidentally, the Puerto Vallarta dentist got her

Ockam gives you something most other instrument systems don't: an accurate "realtime" readout of Wind Direction. And we do this by including things in our system most other companies don't: a heel pendulum, plus roll rate, and a friction modeling factor. It costs a little more, but it's worth it; because these are used to correct Apparent Wind Angle, Apparent Wind Speed, and Leeway. Without these corrections, Apparent Wind Angle alone can vary by as much as 6 or 7 degrees simply due to the changes in these

Compared to Ockam, other instrument systems do less. That's why they're worth less.

factors. Moreover, it takes only two or three degrees of error in Apparent Wind Angle input to seriously degrade the Wind Direction solution — the information you and your integrated system are basing your tactics on.

In other words, we measure Heading, Boatspeed, Wind Angle and Wind Speed like everyone else. But we also measure Tack to Tack Boatspeed + Upwash + Heel Angle + Roll Rate + Friction + Leeway. They don't.

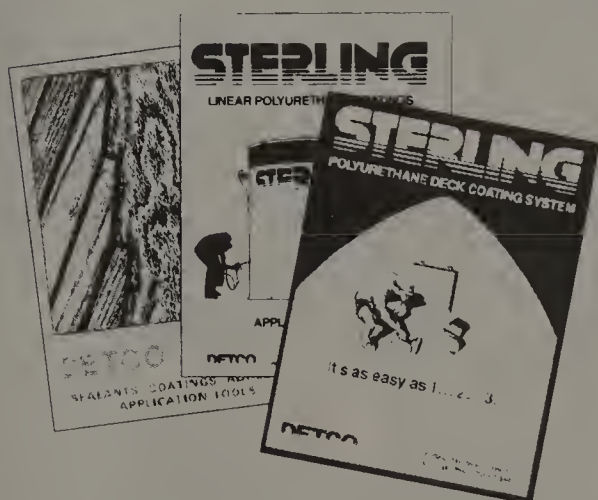
So next time you don't finish first, think of this ad. And next time you look at your instruments, remember, they're probably off by only 6 or 7 degrees. Call 203 877-7453. Find out what makes Ockam different *and* better. We'll include a collection of published articles on how to use instruments to sail faster. What have you got to lose?

OCKAM
INSTRUMENTS, INC.

Because what
you don't know,
can hurt you.

Phone 203 877-7453 Fax 203 878-0572

YOUR SOURCE FOR FREE TECHNICAL INFORMATION



Caulking Guide

From surface and seam preparation, to priming, to caulking, to sanding, this guide takes you step-by-step through the caulking process. The Caulking Guide is appropriate for new construction or older boat repair and restoration, and includes a handy quantity estimator, and information on Detco sealants, coatings, adhesives, and application tools.

Sterling Linear Polyurethane Coating Guide

Sterling polyurethane coatings provide a tough, durable finish with high gloss and excellent color retention. These two-part coatings can be applied on almost all properly prepared surfaces, including gelcoat, oil base paint and enamels, wood, metals, and composites. This 12-page guide offers complete product descriptions and detailed application instructions.

Polyurethane Deck Coating Guide

Re-surfacing tired gelcoat surfaces – even non-skid areas – can be done quickly and easily with the Sterling polyurethane paint system. Whether by brush or roller, the result is a brilliant, near-new appearance. This guide provides easy-to-follow, step-by-step instructions and photographs.

Call Or Write Today For Your Free Technical Guide!

P.O. Box 1246 • Newport Beach, CA 92663
(714) 631-8480

1-800-845-0023

MARINE ▲ AERO ▲ INDUSTRIAL / COATING SYSTEMS ▲ SEALANTS ▲ ADHESIVES

DETCO

HEAVY DUTY DEEP CYCLE MARINE BATTERIES



Available at the following local marine chandleries and service distributors:

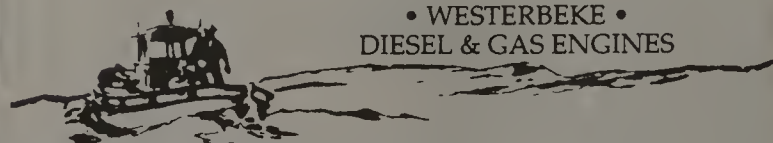
Mariner Boat Works, Alameda
Neville Marine Electric, Alameda
Stone Boat Yard, Alameda
Svendsen's Chandlerly, Alameda
Proper-Tighe Marine, Alameda
Star Marine, Alameda
Golden State Diesel Marine, Oakland
Boater's Friend, Berkeley
Bay Yacht Service, Alameda
Altamarine Electronics, Alameda

AMERICAN BATTERY
Hayward, CA (510) 881-5122

GOLDEN STATE DIESEL MARINE

PARTS AND SERVICE

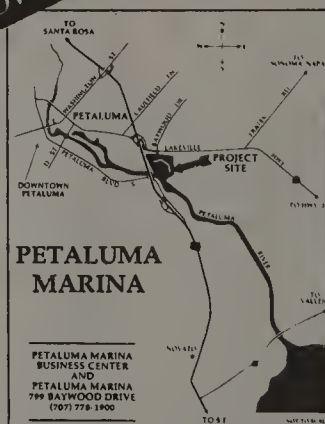
PATHFINDER • YANMAR • VOLVO
• WESTERBEKE •
DIESEL & GAS ENGINES



351 EMBARCADERO
OAKLAND, CA 94606

(510) 465-1093

NOW OPEN!



**PETALUMA
MARINA**

- 190 berths, ranging in size from 22-40' plus end ties.
- Competitive berthing rates.
- Free public launch ramp.
- Great access from San Pablo Bay, located on scenic Petaluma River.
- 1-1/2 miles downriver from historic Petaluma downtown.

CITY OF PETALUMA

Baywood Drive at Lakeville
(Hwy 116 Offramp-Hwy. 101)
Petaluma, CA 94954
(707) 778-4489



(415) 332-9593

71 LIBERTY SHIP WAY
SAUSALITO, CA 94965

**CUSTOM CANVAS
&
CUSHIONS**
interior/exterior

**CANVAS REPAIR
AND CLEANING**

*Same day service
for most repairs.*

Free Estimates.





First New England Financial

A UNIT OF G.E. Capital

"There's only *one* marine financing professional!"

Before you look for your next yacht, call one of the experts that have over fifty years of financing and yachting experience.

Northern California • (800) 233-6542

Bill Kinstler

Southern California • (714) 752-0919

Jeff Long

Regional Manager • (800) 233-6542

Michael Bryant

1601 Dove Street, Suite 125, Newport Beach, CA 92660

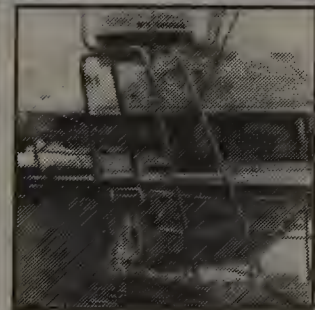
1320 Harbor Bay Parkway, #240, Alameda, CA 94501

Minimum Loan \$25,000

METAL MAGIC

Custom Marine Fabrication • Stainless • Aluminum

*"Marine metal work —
it's not part of our business—
it's our only business."*



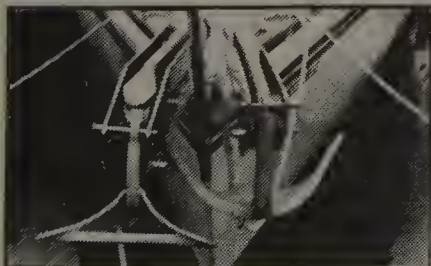
HANDCRAFTED RADAR ARCH



CUSTOM GOOSE NECK



HANDCRAFTED ALUMINUM TILLER



CUSTOM TWIN BOW ROLLER

- Custom Fabrication in Stainless and Aluminum
- Dock space at our doorstep
- We sell raw materials
- Automated plasma cutting
- Metal shearing
- Radar Mounts
- Davits
- Bow Rollers
- Exhaust Systems
- Polishing
- Heli-arc welding
- Machining
- Pipe bending

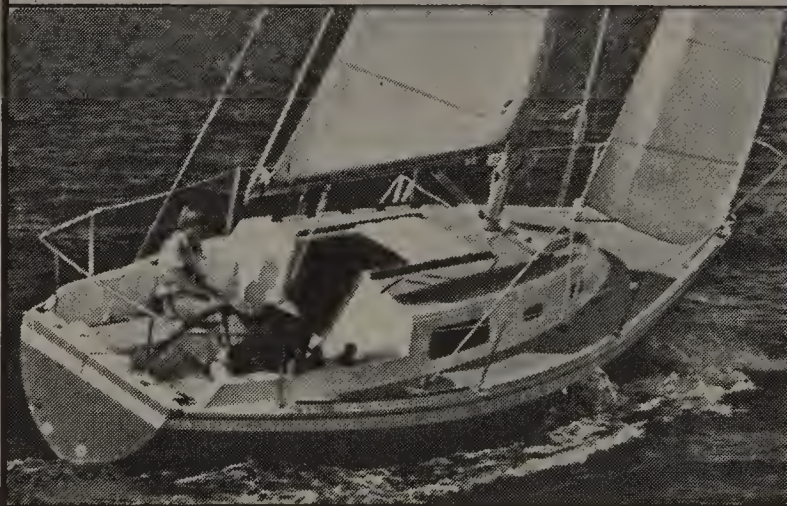


333 Kennedy Street
Oakland, CA 94606

(510) 436-5133

Fax (510) 436-5134

Donate your boat to the Sea Explorers

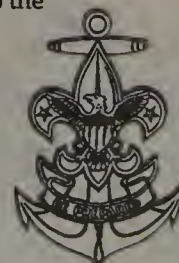


Power or Sail

- Your donation is tax-deductible. Let us show you the attractive value and speedy transfer that we can arrange.
- Eliminate broker fees, advertising and berthing.
- Help instill the love of the sea and boating into the youth who participate in sea exploring. Sea Explorers are looking for any craft, power or sail, in serviceable condition.

Contact: Dave Dunakin
(510) 638-3600

Sea Scout Division
San Francisco Bay Area Council



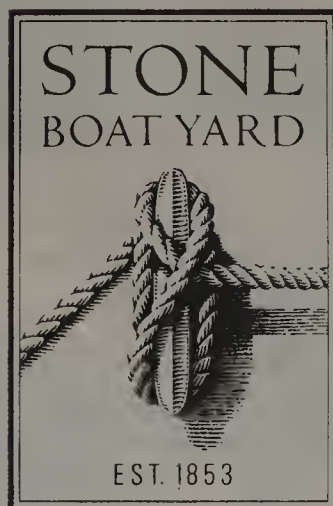
We believe the only way you get to be the oldest boat yard on the West Coast is to be the best. Year after year after year.

If your boat has a real problem no one else has been able to fix, come see us.

If you've got a **big** boat, come see us, and our 500 ton marine railway.

If you've got a classic, come see us. We've got all the fine old tools and the people who still really know how to use them — and we've got all the newest stuff, too, and we know how and when to use it and when **not** to use it.

And especially come see us if you've just got a boat you love dearly, any kind of boat, and want to take her where she'll get the treatment she deserves.



2517 Blanding Ave.
Alameda, CA 94501
(510) 523-3030

LETTERS

Masters at the VA hospital in Portland. While a periodontist who specializes in cancers of the mouth, she also does basic dentistry.

My problem required three visits, one of which required a local anesthetic and some gum cleaning and repair. The three visits entailed about 2½ hours of work and cost me about \$116 U.S.

The point of my little letter is to let people know that it's possible to find good health care in Mexico. Sure, there are bad doctors in Mexico, but there are bad doctors in the United States, too. In the two cases we required medical care, we both felt we received not just adequate, but exceptional health care. We like the undivided attention we were given by the doctors, who don't have big offices or big staffs. They greet us when we arrived and dealt with us directly. We liked that.

For those who might be interested, the doctors we visited were:

Zihuatanejo — Dr. Rogelio B. Grayeb A. MD, Nicolas Bravo 18-2, phone 4 25 22 or 4 26 91; Dr. Natalio Molina Pineda, Medicina Interna, Cardiologia Y Electro, Cardiografia. Puerto Vallarta — Dra. Ana M. O'Connor, Dentist, General Practice, Periodontics & Cancer of the Mouth, phone 4 26 36.

Leanne and Jack
Stealaway

Readers — We've heard lots of good things about Mexican health care. A number of cruisers have had their babies in Mexican hospitals and the Wanderer knows for a fact that his herniated disc received much better care in Mexico than it did in Los Angeles.

⇓⇑COMMON SENSE NOT OFTEN FOUND

Bouquets to the Torrid hot water heater company for standing by their 5-year warranty when my heater, installed two years ago, began to leak.

Further, since I was in New Zealand, the company modified their usual policy of requiring the heater to be returned for inspection and repair. They simply sent us a new one to avoid the time and expense of returning the old one.

They showed flexibility and common sense not often found with manufacturers.

Gene Eisenberg
Fete Accomplie
New Zealand (bound soon for Fiji and Vanuatu)

⇓⇑PIN DOWN THE MANUFACTURER

Planning to interface your GPS directly to your autopilot? Caution: the system you put together may be non-operational — despite the assurances of manufacturers.

I received unequivocal response from Trimble Navigation: "If Wagner accepts NMEA 0183, it will interface with the Trimble NavTrac." And from Teleflex-Wagner: "If the Trimble output is NMEA 0183, the Wagner 320 autopilot will respond to it."

Armed with these assurances, in February I spent the money (lots) and installed both systems. Surprise: the Trimble and Wagner were not compatible.

It was dismaying to be caught in the middle while both companies pointed the finger at each other. For several weeks the two companies refused to speak directly with each other. "We can't get cooperation from them," said Wagner. "We haven't been able to get in touch with them, but our engineers are working on it," said Trimble. "The ball is in their court, we've done everything we can," said Wagner. And then the ultimate kick-off: "Good luck to you," from Trimble. This from two presumably reputable manufacturers.

After several weeks of prodding, Trimble and Teleflex succeeded in establishing communication with one another. They quickly defined the problem: one system works with RS 232, the other uses RS 422. As of May 13, we still do not have a functioning interface aboard our vessel.

My suggestion is to pin down the manufacturer and dealer. Get

SVENDSEN'S

Marine Supplies at Discount Prices

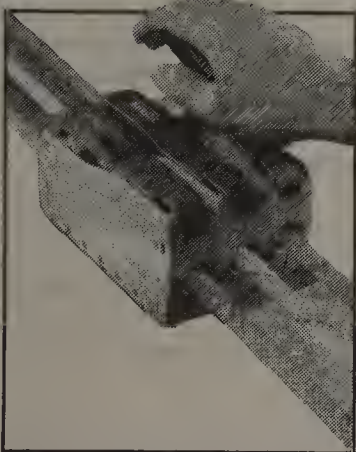


LEWMAR[®]

Come see the new hardware from Lewmar on display now!

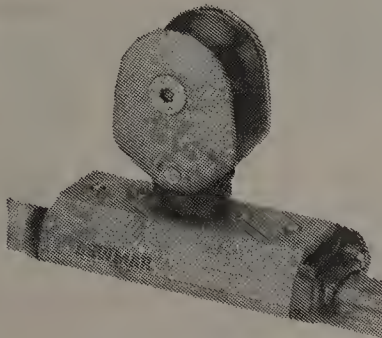
SUPERLOCK

ROPE
CLUTCH



This new, innovative design features easy action and smooth release. Designed to handle high tech lines with minimal wear. Available in single, double, or triple configurations.

LOW FRICTION
ADJUSTABLE GENOA CARS
FOR SMALLER BOATS



Features re-circulating balls,
or slide rod for higher loads.

the Winner

It makes your winches self-tailing and cleating! We have these on our boats... and they really work!



Just \$25
per pair!

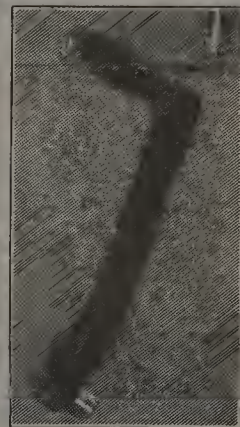


Winch Handles
by

TITAN

- Lightweight
- Strong
- And They Float!

\$33.95



M MAGMA[™]

Stainless steel Barbeques from Magma

Loaded with great features
for on-board barbeques.
Available in charcoal or gas models

NOW . . .

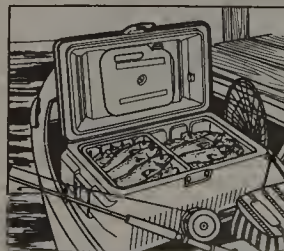
40% Off List!

Magma Marine Kettle spare parts and accessories also available



Rubbermaid[®] Ice Chests

Available in all sizes from 5 qt to 178 qt!
Starting at just **\$12.50**



**Protect yourself from the sun
without looking like a geek!**



The Ultimate Hat is the ultimate in quality, comfort and style. (And they float!) Available in three styles: original, wide brim, and now the ultimate cap with snap-up flaps for extra protection from the sun.

Starting at \$24.50

CHANDLERY
(510) 521-8454
OPEN TO SERVE YOU
M-F 8-5:30 SAT 8-5 SUN 9-4

1851 CLEMENT AVENUE
ALAMEDA, CA
94501

BOAT YARD
(510) 522-2886
OPEN M-F 8-5



YOUR SAILHANDLING EXPERTS...

Authorized Dealers • Sales • Service • Installation

HARKEN

FURLING SYSTEMS
FULL BATTEN SYSTEMS
LAZY JACKS

PROFURL
FURLING SYSTEMS

Forespar
E-Z FURL MAINSAIL
SPINNAKER POLES

**SCHAEFER
MARINE**
FURLING SYSTEMS

**Hood YACHT
SYSTEMS**
FURLING SYSTEMS
STO-MASTS

DUTCHMAN®
MAINSAIL FLAKING SYSTEMS

- RACING SAILS
- CRUISING SAILS
- REPAIR SERVICE
- CUSTOM LAZY JACKS



**Before Buying
Check Our
Competitive
Pricing!**

Call Robin Sodaro or Al Mitchell

(415) 332-4104

466 Coloma St., Sausalito, CA 94965

LETTERS

them to guarantee that your prospective purchases will, indeed, talk to one another. R&D by the consumer is unbelievably time consuming, costly and frustrating.

Richard Lewis
Trust, Freya 41
Puerto Vallarta / Santa Monica

Richard — Everyone who has ever bought computer equipment has quickly learned not to trust promises of compatibility. Seeing two systems work together is believing. We'd bring that same attitude with us to newly introduced marine electronics.

Further, unless you're a marine electronics expert, we don't recommend you be the first to try combining the products from two different companies into a system. We suggest you either buy a system you've seen work well on another boat or have the products selected and installed by a marine electronics outfit — in which case you'll have recourse.

↑↓ VARNISHING AXIOMS BY MAXIOM

Preparation is the pathway to heaven.

About sandpaper: cut a sheet of sandpaper into four pieces, fold each piece into thirds, then use a thumb-width section at a time.

Nothing finer than 180 grit is necessary on a sea-going sailboat — or so claims Lin Pardey.

Satin sheen is easy and okay, but high gloss is the nirvana experience.

Buy small cans of varnish unless doing a big job. The longer you keep varnish in a can, the grungier it's going to get.

Never varnish after 1400 local time, even in the tropics. In San Francisco Bay, no later than 1330 on a sunny day.

A good brush is like a good woman — or man, depending on your point of view. When you find one, take care of it with love.

Let thy brush not come into contact with water or air between coats. Keep the brush wrapped in newspaper and soaked with thinner or turpentine.

Never dip a brush into the varnish can. Always pour varnish into a paper cup or can or glass jar that can be thrown away or washed with thinner.

Seal the varnish lid back on the can as quickly as possible, as though it contained golden moths that might fly away. For every imaginary 'moth' that escapes, a real 'grungie' will get into the can and contaminate the varnish.

Going slowly speeds the job, no matter if sanding or applying varnish.

There's no scientific data to prove that varnishing creates an alpha state, but there is general agreement it sure can be relaxin'.

Holidays make a varnisher grumpy.

Use the glare of sunlight to locate bubbles, holidays or grungies. Never varnish in shadows.

Don't fret or say bad words when finding a holiday or grungie. Just sand again and lay the varnish on more carefully the next time.

Never do the finish coat while tired or thinking of sex.

Yellowing varnish on white fiberglass looks shabby.

Beware of putting your hand on what you varnished an hour ago.

A spilled can of varnish ruins your whole day.

Bright, gleaming varnish is a joy forever — or at least until it needs another coat, whichever comes first.

If it isn't fun, pay someone else to do the job.

Maximillion Kirk
Point Richmond

Max — Thanks a million.

↑↓ MORE HOT AIR

Reading about Rudolf Grigoleit's fiasco with his liferaft struck a chord with me. After sailing to Cabo, Hawaii, Washington and back home to Newport, Oregon, I was curious about the condition of my

BOATERS' FRIEND

EXPANDED INVENTORY, NEW *and* USED GEAR

(lots of bronze)

New
in stock



Foul Weather Gear

New in stock



HARKEN
Hardware



They're
back!!
Classic
dinghies
in stock.

GROTTO'S
FOUL WEATHER GEAR
Full range -
Back in Stock
Best value for the money!

BOATERS' FRIEND

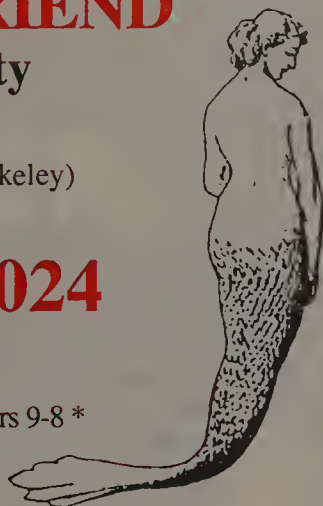
805 University
Avenue

(Next to Spenger's in Berkeley)

(510) 848-4024

M-F 9-6 • Sat. 9-5

* New Extended Hours: Thurs 9-8 *



Traditional Small Boats on Display

12'	S.F. Bay Rowing Skiff - Like New!	\$1,450.00
14'	Whitehall by Nash	\$2,295.00
16'	Pocket motor cruiser - Come See It	\$5,200.00

★ VALUE OF THE MONTH!! ★

**BOATERS
VALUE**

VHF Radio by Apelco

Top Quality,
state-of-the-art
compact VHF.



List: \$299.95

For A Limited Time **ONLY \$159.95!**

EXPIRES JULY 10



A GREAT PLACE TO VISIT A GREAT PLACE TO STAY!

FEATURING:

- 28-60' Berths
- Beautiful Landscaping
- Numerous Restrooms with hot showers
- **Easy Freeway access from 880 and 580**

PLUS!

- 3 Restaurants
- 1st Class Hotel
- 2 Golf Courses
- 2 Yacht Clubs

VISIT US AND RECEIVE FIRST NIGHT FREE!

San Leandro Marina
800-559-SAIL

RAILMAKERS

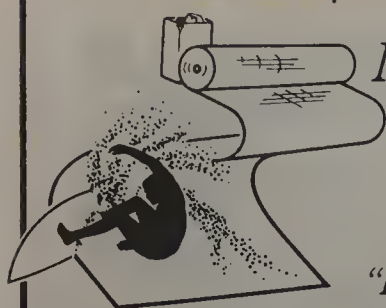
SAN FRANCISCO BAY



The Men Behind the Mask

RAILMAKERS SAN FRANCISCO BAY
1924 Willow Street, Alameda, CA 94501
(510) 521-8966

Fine Marine Metalwork



MONTEREY BAY FIBERGLASS

"ITCHING FOR FUN"

Wholesale

Retail

no minimum order

Complete line of reinforced plastic materials

- Resin
- Epoxy's
- Mat. Roving. Cloth

SYSTEM LINE

**Distributor for "Clark" surfboard blanks
and sheet foam. Experienced consulting
in all phases of reinforced plastics.**

SERVING ALL YOUR NEEDS FROM OUR NEW
EXPANDED FACILITIES:

1041 G 17th Avenue
Santa Cruz, CA 95062
(408) 476-7464

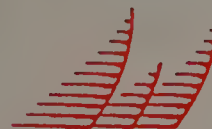
314 West Depot
Bingen, WA 98605
(509) 493-3464

99¢

PER/FOOT
WASHDOWN

WEEKLY
& BI-WEEKLY
PROGRAMS

Includes: Shampoo of Topsides & Hull
Wipedown: Stainless • Wood • Windows
Remove Hull Scuff Marks
Customer Service Report



Westwind

PRECISION BOAT DETAILS

Still the best investment on the water



S.F. OFFICE (415) 661-2205
SAUSALITO OFFICE: (415) 331-4432
... Anywhere in the Bay Area

30 TON BOAT LIFT!

OUR RATES AND SERVICE ARE BETTER THAN EVER!

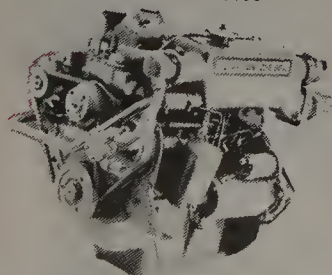
- Bottom Jobs
- Engine Repair
- Engine Installation
- Fiberglass Repair
- Commissioning
- Materials Discounts

- A FULL SERVICE BOAT YARD -

NO JOB TOO BIG!

Perkins

Authorized Dealers
Sales • Service



- Engine Repair, all makes
- Engine Repower
- New Engines, parts, sales
- Rebuilt Engines
- Generator Installation & Repair

BRITISH MARINE

#9 Embarcadero Cove
Oakland, CA 94606

(800) 400-2757

(510) 534-2757

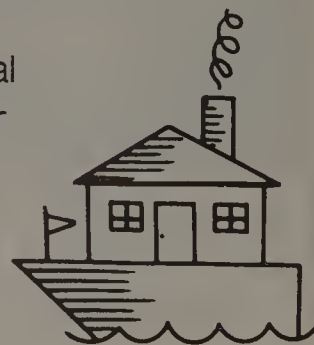
Conveniently located on the Oakland Estuary - 2 blocks from West Marine

YACHT INSURANCE EXCLUSIVELY FOR LIVEABOARDS.

Introducing the Quartermaster Liveaboard Yacht Policy from Royal Insurance, one of the nation's leading yacht insurers. Quartermaster combines the comprehensive coverage and features of Royal's standard yacht policy with broad homeowner protection, including:

- Comprehensive Personal Liability
- Personal Property Coverage including property in storage
- Loss of Use Protection
- Countrywide network of claim adjusters and surveyors

Call for complete details and a **FREE** copy of a policy review done by LIVING ABOARD Magazine. Phone
TOLL FREE 1-800-869-2248 or (206) 447-0489

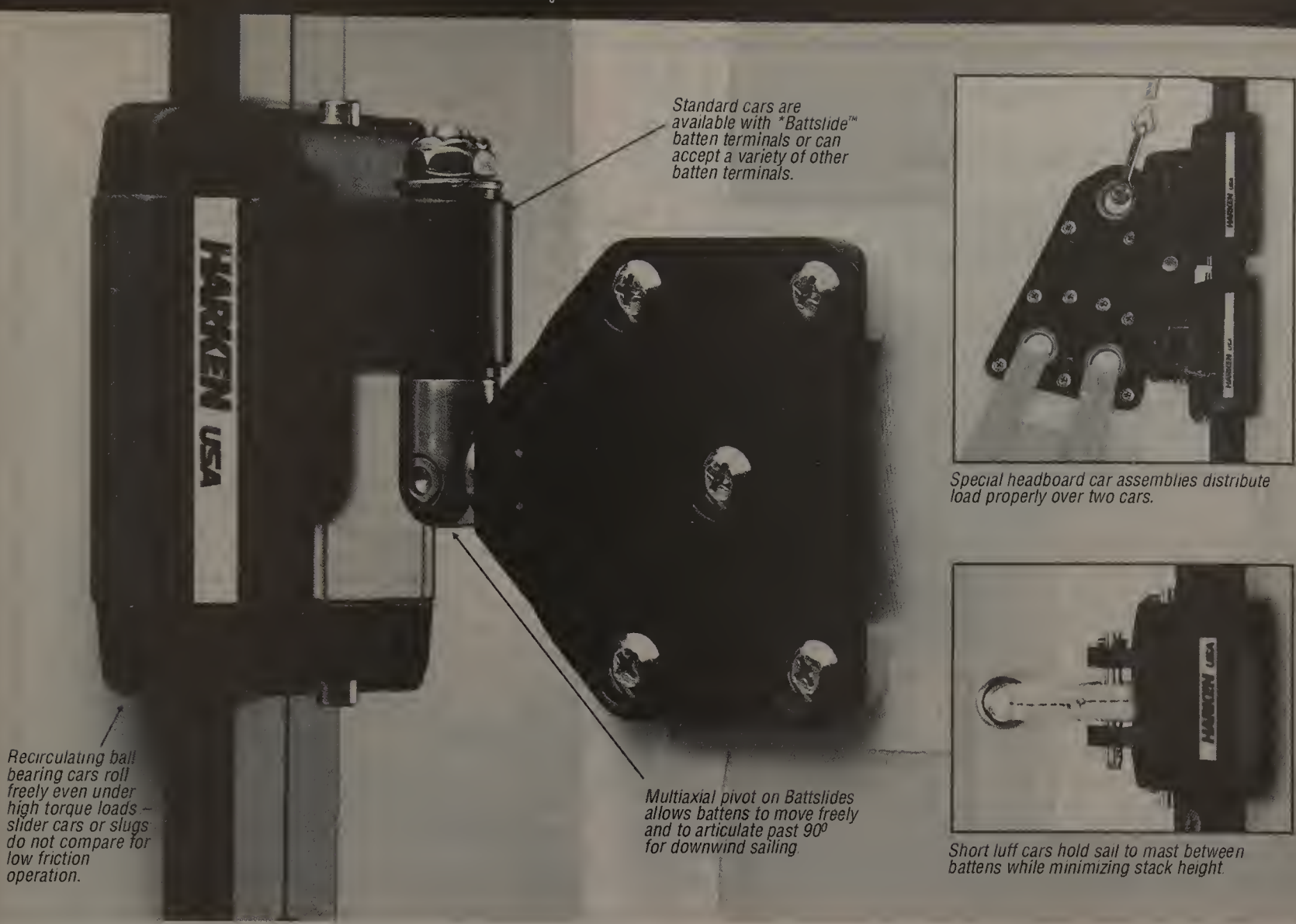


Royal Insurance



Pettit-Morry Co.
INSURANCE BROKERS

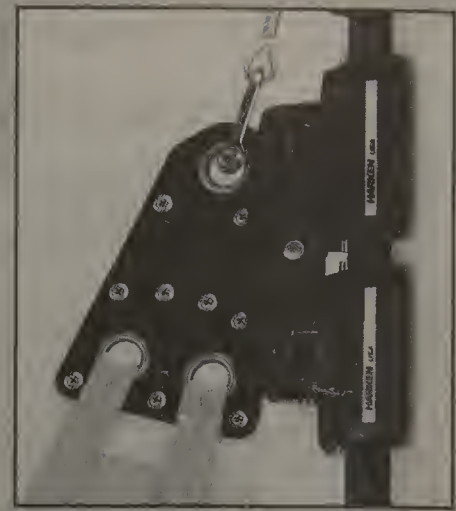
Offered exclusively through



Recirculating ball bearing cars roll freely even under high torque loads – slider cars or slugs do not compare for low friction operation.

Standard cars are available with *Battslide™ batten terminals or can accept a variety of other batten terminals.

Multiaxial pivot on Battslides allows battens to move freely and to articulate past 90° for downwind sailing.



Special headboard car assemblies distribute load properly over two cars.



Short luff cars hold sail to mast between battens while minimizing stack height.

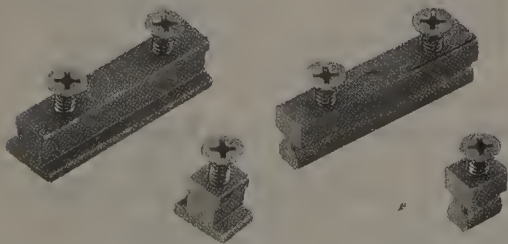
A Harken Battcar™ system will make your dream of mainsail control a reality.

Harken Battcars™ are the hottest systems on the market today because they bring to reality the potential of full-batten mainsails. You can have a full-performance main that is easy to control, reef, and stow.

Battcars are the only total mainsail luff control systems. They include carefully engineered headboard carriages, multiaxial batten end terminals, recirculating ball bearing cars, short intermediate luff cars, and a track



A wide variety of slugs are available to secure Battcar tracks to most standard mast grooves with no need to drill the spar.



which fits in most existing mast grooves without drilling. Installation is simple. There are no spars to replace, no tricky mechanisms to go wrong and no need to compromise sail shape or buy a new mainsail.

AVAILABLE FROM:

SVENDSEN'S BOATWORKS
(510) 521-8454

1851 CLEMENT AVENUE • ALAMEDA, CA

AND THE FOLLOWING SAILMAKERS:

HOOD SAILMAKERS	(415) 332-4104	SAUSALITO
LARSEN SAILS	(800) 347-6817	SANTA CRUZ
NORTH SAILS	(510) 522-5373	ALAMEDA
PINEAPPLE SAILS	(510) 444-4321	OAKLAND
SAILS BY MARION	(510) 523-9411	ALAMEDA
SHORE SAILS	(510) 234-9047	RICHMOND
SOBSTAD SAILMAKERS	(510) 234-4334	PT. RICHMOND

*BATTLIDE is a trademark of Sailpower Systems, Inc. BATTLIDE patents are held by Sailpower Systems, Inc.

"I Visited All The Schools Before I Found The Right One."



Olympic Circle Graduate, Jeanne Peters

When I decided to learn how to sail I wanted the best training possible. I had already sailed the Bay with friends, and I knew it would take superior skills to skipper comfortably and safely. So I demanded superior instruction. At Olympic Circle Sailing Club, that is exactly what I received.

Now I am skippering, and I love every minute of my time on the water. No matter what type of boat I sail or how hard the wind blows, I am in control and having a ball.

I'm glad I took the time to find the best school, and to learn right. Olympic Circle is the school I recommend to all my friends.

OLYMPIC CIRCLE SAILING CLUB

SAN FRANCISCO BAY

"It's Worth Doing Right"

FREE BROCHURE

1-800-223-2984



Official Student And Instructor
Training Facility

#1 Spinnaker Way, Berkeley, CA 94710

LETTERS

4-man Toyo liferaft. It had been tied on deck for the duration of the voyage. Calling a raft certifier in Portland, I learned certification involves inflating the raft, visually check the contents, weighing the cylinders to make sure they're fully charged, and then re-packing the raft.

So, I set about doing it myself. Upon opening the raft — which had been inspected and repacked in 1989 by what I thought was a reputable Bay Area firm — I found the package containing the supplies such as water, paddles, flashlights and fishing gear, lying on top the canopy. Had the raft been inflated in the water, this critical package would have been knocked overboard and sunk! That wasn't all. When I disconnected the cylinders, I discovered they had been screwed on less than finger-tight. In the event the raft needed to be inflated, some of the gas would have escaped.

I took the cylinders to a fire extinguisher service company and had them weighed. They were full. I then manually pumped the raft up and left it in my living room for two days. Noting no loss of air, I repacked it. This time I tightened the air bottles on with a wrench and secured the emergency kit in the straps that had been provided for just that purpose. Now I know if I ever need that package, the things will be there, not deep-sixed upon inflation of the raft.

Bottom line? Check your raft yourself before going offshore.

I would also like to thank you guys for helping me with a problem I had with my Lokata radar detector. After you published my letter requesting information on a Lokata repair station, I received three letters and five phone calls and got the job done. Thanks to everyone who responded and to *Latitude 38*.

Fred Quigley
Newport, Oregon

Readers — Because a liferaft can be such a critical piece of equipment, we can't recommend that individuals re-pack their own. There is also the matter of whether or not it would be possible to get insurance for a bluewater cruise if the liferaft was not certified by an authorized outfit.

Having said that, we nonetheless think it's a great idea for liferaft owners to take an active part in recertification. Ideally, the owner would be on hand when the liferaft is unpacked to see what condition it's in. When the raft was inflated to be tested for leaks, the owner should get inside to get a feel for what it would be like if needed in an emergency. The owner should also actively help select what is packed inside the raft.

The problem with active participation is that it requires several days for a liferaft to be certified. The thing that takes all the time is that the raft must be inflated for several days to pass the test for leaks.

When the time comes for recertification, should you just yank the cord to see if it inflates as it's supposed to? Experts suggest that you don't for two reasons: 1) it adds about \$250 to the cost of re-packing because the gas cylinders have to be replaced, and 2), the extreme cold temperatures associated with the release of the compressed gas is not good for the raft fabric.

There have been two times when we've nonetheless been unable to resist the thrill, and gave the cord a yank. Both times the rafts — they were two different ones — inflated exactly as expected.

⇓THE LIABILITY PROBLEMS

In the answer to a May Letter by Rudolf Grigoliet regarding his packing his own liferaft and doing his own inspection, the editor replied "... you could run into serious liability problems if you needed it [the liferaft] and it was in any way deficient."

What liability problems could a private owner incur if he were the only one to use it? It seems to me that by repacking your own raft, such as repacking your own parachute, you absolve the manufacturer and the previous inspection center of any liability.

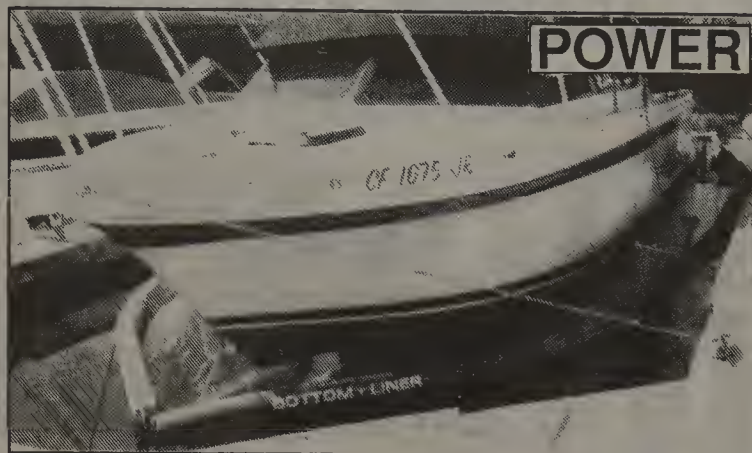
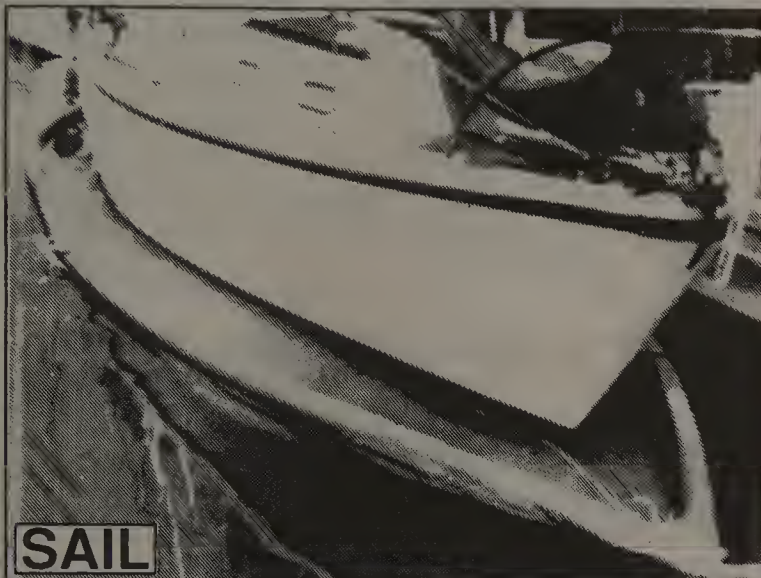
And, in the circumstances outlined in Mr. Grigoliet's letter, taking the matter into his own hands could hardly create a worse problem

NEVER CLEAN OR PAINT YOUR BOAT BOTTOM AGAIN!

Keep your boat growth free with

BOTTOM LINER

MARINA APPROVED CUSTOM NYLON LINERS
(OVER 1000 IN USE TO DATE)



**NEW BOTTOM PAINT FORMULATIONS
MAY ONLY LAST 12 - 18 MONTHS!!**

KEEPING YOUR BOAT IN A BOTTOM LINER COULD EXTEND YOUR
CURRENT BOTTOM JOB FOR YEARS AND SAVE HUNDREDS OF
DOLLARS IN HAULOUT, PAINT AND DIVER COSTS!!

CALL (714) 641-6997
FOR MORE DETAILED INFORMATION
AND A BROCHURE

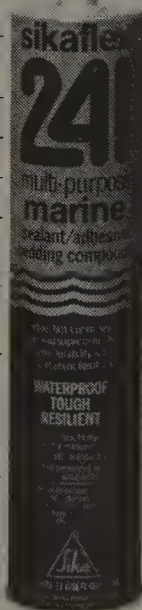
**CALL FOR A QUOTATION ON YOUR BOAT
POWER OR SAIL**

Sikaflex 241 meets any marine sealant challenge!

In test after test, Sikaflex 241 — the urethane that works —
shows its performance superiority.

HOW DOES YOUR SEALANT MATCH UP TO THIS TEST?

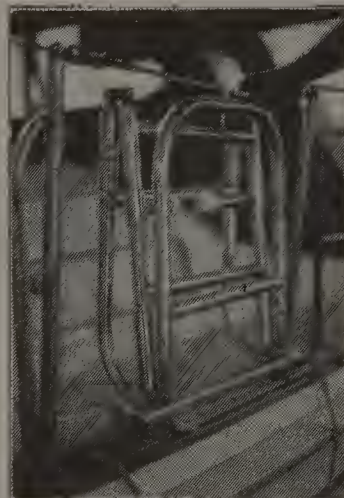
SEALING CHALLENGE	SIKA 241	BRAND X
dry to touch in less than 1 hour?	✓	
cure fully in less than 3 days?	✓	
resist sag, won't run?	✓	
excellent adhesion to most marine substrates?	✓	
stay flexible to take racking motion of your boat?	✓	
suit your color requirements because you can get it in white, black.	✓	
seal above and below the waterline?	✓	
even seal again with partially used cartridges 20, even 30 days, later?	✓	



An unequalled sealant/adhesive/bedding compound strong enough to
win a 2-man boatbuilding contest at the Wooden Boat Show in Newport,
Rhode Island.

For further information contact your local marine chandlery.

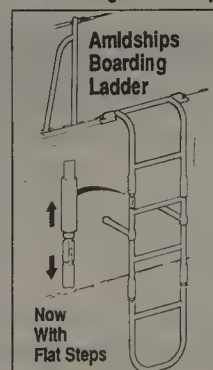
Factory representative: Jim Boyd
(510) 671-9356



Constructed entirely of polished marine grade
stainless steel for superior strength and
corrosion resistance. Extended it serves as a
swimming ladder as well as for dockside and dinghy boarding. It folds twice to become a
compact unit which secures to lifelines or stows in the lazarette. An innovative locking system
assures strength and safety. Many toe rail mountings available.



STURDY!
Boarded at 7.5 kts,
20-30 kts wind — no problem!



METAL DESIGN INCORPORATED

296 Taugwonk Rd., Stonington, CT 06378

LOCAL (203) 535-1355

CONN. (800) 552-1355

NATIONWIDE (800) 535-1355

Manufacturers of Quality Custom
Stainless Steel Marine Hardware

OUTFIT YOURSELF

AT SAUSALITO BAYGEAR'S

GRAND OPENING SALE

sausalito
BAYGEAR

TM

**DURING JULY
YOU'LL SAVE UP TO**

50%

**ON HIGH SEAS &
SEA GEAR CLOSEOUT
FOUL WEATHER GEAR.**

(WHILE SUPPLY LASTS)

**CHECK OUT OUR GRAND OPENING
SALE PRICES ON OUR ENTIRE STOCK
OF UNIQUE BOAT CLOTHING & ACCESSORIES.**

SAUSALITO BAYGEAR

100 BAY STREET • SAUSALITO • PLENTY OF FREE PARKING
ON THE BOARDWALK AT THE SAUSALITO YACHT HARBOR

- In the Sausalito Yacht Chandlery Building

(Downtown Sausalito, just off Bridgeway, behind the Bank of America)

M-TH 9:30AM - 7PM • FRI & SAT 9AM - 8PM • SUN 9AM - 6PM

415-331-7866

LETTERS

than the one which would have been imposed upon him by the previous inspection center's negligence. Granted, if he and his family managed to survive the liferaft's failure to inflate, they probably could sue the inspection center — if no one had tampered with the raft and if they were able to produce the faulty raft.

While I agree that the average person does not have the knowledge or facilities of a reputable service center, he or she has much more at stake than the service center. It seems to me that the prudent seaman should avail himself of any and all opportunities to insure his equipment will perform as he expects it to. If faced with an out-of-date liferaft in a remote place, one would certainly be confronted with a dilemma. But as the one responsible for the lives of those aboard his ship, a captain should not be deterred from fulfilling his responsibility by the threat of some intangible liability. At the very least, if one chose to open his liferaft in such circumstances and found it not serviceable, he or she would have more options than had they discovered the shortcoming during a crisis at sea.

Bert Coalson
Pasadena, Maryland

Bert — If you pack your liferaft and you're the only one who uses it, chances are the only one likely to get sued in the case of failure is the manufacturer — who specifically instructed you to have it packed at an authorized center. Take our word for it, just because you packed it against their instructions doesn't automatically absolve them from liability. This is "deep pockets" country, so if the manufacturer can be demonstrated to be just 1% negligent, they can be on the hook for 100% of the damages. And a savvy lawyer probably wouldn't have much trouble concocting a 1% liability. Perhaps the "To Be Repacked By An Authorized Center Only" sign wasn't written in big enough letters or in enough places. Or maybe the manufacturer didn't have enough repacking stations.

So if you're singlehanded, you can repack your liferaft with impudence. But if you take anybody along with you, loan out your raft, or even have it stolen, your ass is legally on the line. Suppose you're sailing with your wife, your boat sinks, and you take to the liferaft. You live, but she dies of dehydration. Her mother-in-law, citing loss of companionship, sues you because not enough water was included in the repacking. Bert, you'd have plenty to worry about then.

Incidentally, the threat of liability problems is not "intangible", it's everywhere. We'd love to know how much of the repacking bill goes to cover liability insurance.

About 10 years ago we inspected the repacking of some Avon liferafts at Seagull Marine in Irvine. We learned that repacking liferafts is a lot like repacking parachutes in the sense that it isn't particularly complicated and doesn't require any sophisticated equipment. It just has to be done right.

What to do if your liferaft certification runs out in some remote place? We suggest you base your actions on the condition of the raft. If the seal has been broken and saltwater has gotten inside, we'd lean toward carefully unpacking it to inspect the condition of the raft and the compressed air cartridges. If the liferaft has been kept out of the elements and the case or valise appears to be in good condition, we'd leave it be. If treated well, most liferafts are serviceable for several years after their certification expires. Or so the folks at Seagull told us years ago.

⇅ WHERE AND WHEN?

We're currently trying to locate long distance cruisers that are travelling to the South Pacific. We wish to talk with such sailors with a view toward getting jobs as crew to New Zealand — and in the hope that we may be able to cruise the Pacific on our own boat some day.

Although fairly experienced sailors, we are unfamiliar with the cruising habits of sailors in the Pacific. Therefore, we would be very grateful if you could let us know in which ports — and even marinas

SOSPENDERS™

COMFORT YOU CAN LIVE WITH

HIGH PERFORMANCE INFLATABLE FLOTATION DEVICES/WORLD CLASS MODELS



**MADE
IN THE
USA**



Available at  West Marine...

Built-In Harness Models:

- 1-38AH (Adult harness model w/automatic Inflator): **\$179.95**
- 1-38 MH (Adult harness model w/manual Inflator): **\$149.95**
- 1-20AH (Child's harness model w/automatic Inflator): **\$164.95**

Standard Models: 1-38A (Adult automatic): **\$149.95**

- 1-38M (Adult w/manual inflator): **\$109.95**
- 1-20A (Child's automatic): **\$139.95** Tethers: **\$34.95**

 West Marine has stores in 18 convenient locations...



Pacific Northwest

Anacortes	918 Commercial St.	(206) 293-4262
Bellevue	13211 Northrup Way	(206) 641-4065
Seattle	6317 Seaview Av. N.W.	(206) 789-4640
	1000 Mercer St.	(206) 292-8663
Tacoma	3212 - 20th St., East	(206) 926-2533
Portland	1176 N. Hayden Meadows Dr.	(503) 289-9822

Northern California

Sausalito	295 Harbor Dr.	(415) 332-0202
S. San Francisco	608 Dubuque Av.	(415) 873-4044
Oakland	2200 Livingston St.	(510) 532-5230
Stockton	1810 Field Av.	(209) 464-2922
Palo Alto	850 San Antonio Rd.	(415) 494-6660
Santa Cruz	2450 17th Ave.	(408) 476-1800

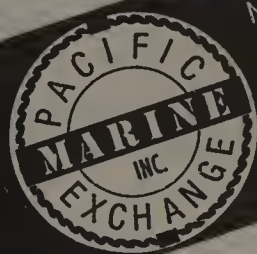
Southern California

Ventura	4051 E. Main St.	(805) 654-8233
Marina Del Rey	4766 Admiralty Way	(213) 823-5357
San Pedro	203 N. Harbor Blvd.	(213) 833-0717
Long Beach	251 Marina Dr.	(213) 598-9408
Newport Beach	900 W. Coast Hwy.	(714) 645-1711
Dana Point	34235 Pac. Coast Hwy.	(714) 493-4455
San Diego	1214 Rosecrans St.	(619) 224-8222

1-800-538-0775

Toll Free Ordering

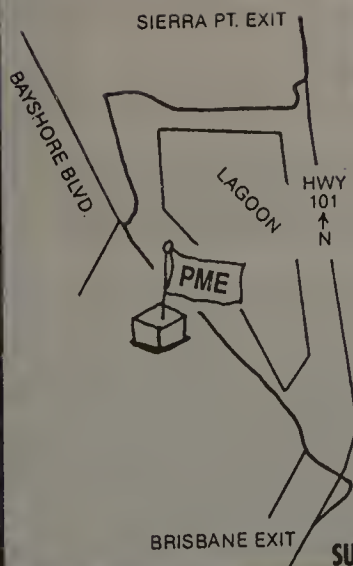
**FULL SERVICE MARINE STORE
AND YACHT BROKERAGE**



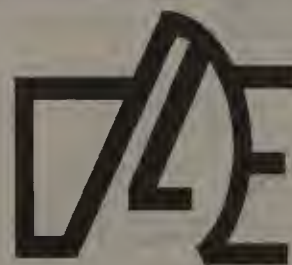
New Used Hardware • Supplies
Sales • Service • Consignment
3866 Bayshore Blvd.
Brisbane, CA 94005
(415) 468-4422

CONSIGNMENT ITEMS:

- 30' Mast
 - Fully Batten Main
 - 3/4 oz. Spinnaker 52'
 - Booms, Spinnaker Poles
 - MUCH MORE
-
- Rigging, Swaging, Nicro Press
 - Instruments, Electrical, Machine & Pump Repair
 - Custom Woodworking
 - Stainless & Aluminum Fabrication & Welding
 - Used Sails & Consignment Merchandise
 - Teak & Mahogany Lumber
 - Marine Plywood
 - CNG Exchange



SUMMER HOURS: MON-SAT 8:30 am - 6:00 pm



LEADING EDGE SAILS

FULL SERVICE LOFT ON THE PENINSULA

QUICKEST TURNAROUND ON REPAIRS

OFFERING THE FINEST IN
CUSTOM RACING AND CRUISING SAILS

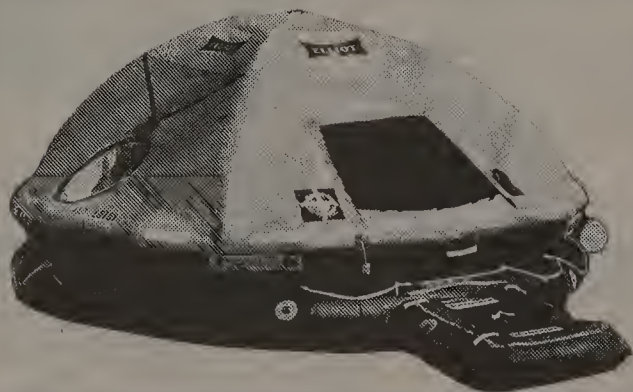
(415) 347-0795

Across Hwy 101 from Coyote Point
**1125 North Amphlett Blvd.,
San Mateo, CA 94401**

HELP! HELP!

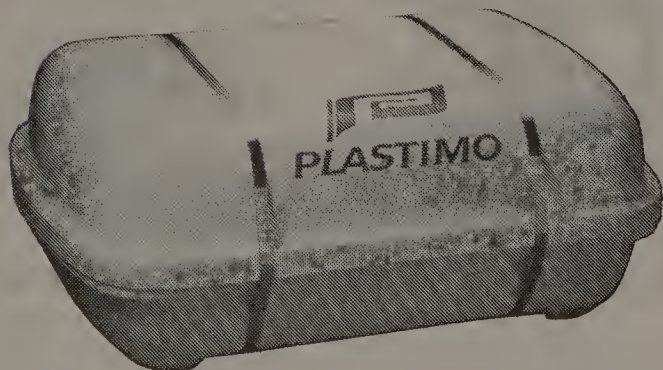


DON'T LET THESE BE YOUR LAST WORDS



ELLIOT
INFLATABLE RAFTS

We carry
the full ELLIOT
line of premier
life rafts



PLASTIMO

STARTING
FROM
\$1,599

JOHNSON HICKS

MARINE ELECTRONICS

ALAMEDA
2051 GRAND STREET
(510) 865-3777

SANTA CRUZ
333 "C" Lake Avenue
(408) 475-3383

LETTERS

— we are likely to find such boats. Also, which time of year would it be best to find them.

In addition, if you or your colleagues know of any boats going to New Zealand that need crew, we'd be extremely grateful if you could put us in touch with them.

Emma Richards and Harry Coleman
Somewhere

Emma — Right now the best place to catch a boat to New Zealand would be Tahiti, as just about everybody headed to the South Pacific for the season has left California. The northern hemisphere summer and fall is high-season in French Polynesia, Samoa, Fiji and Tonga, which is why almost everybody left a few months ago.

The first of the next group of boats headed to French Polynesia won't be leaving California until about November, but once again, they'll be spending the winter and early spring in the relatively hurricane-free Marquesas and Tuamotus, then summer in Tahiti, Samoa, Fiji and Tonga, before finally continuing on to New Zealand next October.

Boats leave from all different ports and marinas for the South Pacific and New Zealand. There's also a bunch of boats that leave from Mexico and the Canal. You've just got to walk the docks — or perhaps better yet — run a Classy Classified — for several months, to let people know you want to go.

Our condolences that you 'missed the boats' from California this year, but timing is everything. Incidentally, paying jobs as crew aboard boats headed that way are scarce as hen's teeth. Unless you find a boat with a novice captain, it's more realistic to expect to have to chip in about \$5/day/person to pay for food and drink.

↓↑TO SAN DIEGO EACH YEAR

About six years ago, you published an article about a Catalina 30 owner who sailed to San Diego each year. The article detailed the trip down with information on hauling the boat in San Diego and trucking it back to the Bay Area.

I now have a Catalina 30 and the time for a trip like that — but I can't find the article. Any help would be appreciated.

Joe Cook
Belmont

Joe — We scratched our collective heads around here, but just couldn't remember when we published that article. Perhaps someone — maybe the author — can help us out?

↓↑SPONSORED BY HOT DOGS

If the idea of cooked sashimi sounds strange to you, contemplate this.

My partner, Misuzu, who is Japanese, asked me the following last week: "Mike, what is this 'Mustard Mayonnaise Race' that everyone is talking about?"

Mustard mayonnaise? That got me thinking. Finally I understood: The Master Mariners Race! I laughed my socks off at this 'Freudian Sloop'.

Dear Misuzu had even asked her English teacher in the city as to what "mustard and mayo" had to do with a sailboat race. The teacher explained that "some hot dog company must be sponsoring the race!"

Three cheers for great American food!

M&M
Sausalito

↓↑THERE IS NOTHING MYSTERIOUS

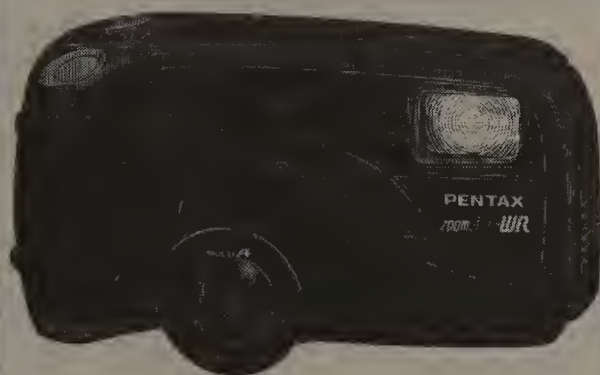
Having served on the Rover (KCBH) back in '87, I would like to point out that there is nothing mysterious about the vessel — as was implied by the Morice family in the April issue. She is simply a U.S. merchant vessel (tanker) on charter to the Military Sealift Command (MSCPAC) to carry JP4 and JP5 from refineries around Singapore to

Your

P H O T O

Store

PENTAX



Weatherized Zoom Camera

- 38-90mm zoom flash camera with multi beam or spot auto focus
- Water sealed camera will work in nearly all weather conditions
- AntiRed-Eye reduction flash
- Auto load, advance, shut-off and rewind.

#IQ 90-WR

249.

WHOLE EARTH  ELECTRONICS

SAN FRANCISCO
285-5244

SAN MATEO
578-9200

CONCORD
686-2270

SACRAMENTO
489-1000

BERKELEY
845-3000

SAN JOSE
554-1500

California Custom Canvas

Leading the way
with . . .

Revolutionary Polymer Windows!



- ♦ Impact Resistant
- ♦ Glass-like Clarity

- ♦ Rigid
- ♦ Wrinkle Free!!

Don't be sorry - see through one of our new dodgers before you buy!!

(510) 233-7683

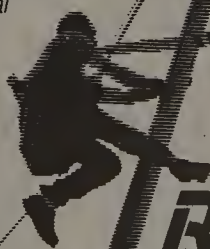
1228 Brickyard Cove Road, Pt. Richmond, CA 94801
At Brickyard Cove Marina

Rigging Specialists

We are experts at solving your
rigging & deck layout problems.

Complete Chandlery

Large, in-stock selection
of fittings, fasteners,
hardware and marine
supplies. Fast,
personalized service
on special
orders.



Call Rich Weirick
**Richmond
Yacht
Service**

351 Brickyard Cove Rd. Point Richmond
Phone: (510) 234-6959
Fax: (510) 236-7242

BALLENA BAY YACHT BROKERS

Lenard Lee — Broker
Jack Roland — Sales



Bob Clune — Sales
Neil Riley — Sales

We found it! The boat you're looking for... the Krogen 38.



"This shallow draft cutter was designed for the personal use of the most ornery, nitpicking, demanding, hyper-critical client I've ever had — me," JIM KROGEN

Two large staterooms, large clear decks, spacious, comfortable cockpit. Performance sail plan, true bluewater voyager. Solid construction. CALL FOR BROCHURE AND COMPLETE INFORMATION. Special opportunity for first Bay Area buyer. Full keel model available.

BROKERAGE

ATTENTION SELLERS!

THREE MONTHS

FREE

**BERTHING AT OUR SALES DOCK
YOU PAY NOTHING!!**

That's how sure we are that we can sell your boat fast.

SELECT LISTINGS

50'	GULFSTAR, 1975	\$135,000
50'	SANTA CRUZ	Inquire
41'	JEANNEAU, 1990	\$149,000
36'	C&C	Inquire
34'	OLSON, 1988	\$ 68,000
34'	OLSON, 1989	\$ 64,000
33'	RANGER, 1976	Sold
30'	CATALINA, 1976	\$ 22,500
30'	CATALINA, 1977	\$ 23,000
30'	ERICSON, 1985	\$ 33,950
30'	ERICSON 30+, 1983	\$ 29,500
30'	NEWPORT MK II, 1977	\$ 22,900
30'	PEARSON 303, 1985	\$ 42,000
30'	PEARSON 303, 1983	\$ 44,000
29'	ERICSON, 1972	\$ 23,900
29'	HUNTER, 1979	\$ 24,500
28'	ISLANDER	\$ 22,000
27'	CATALINA, 1991	\$ 17,000
27'	CATALINA, 1974	\$ 12,800
27'	ERICSON, 1978	Sold
27'	CS	Inquire
26'	COLUMBIA, 1972	\$ 7,900
24'	ISLANDER, 1969	\$ 5,900
23'	PEARSON, 1983	\$ 7,500

**1150 BALLENA BOULEVARD SUITE 121
ALAMEDA, CA • (510) 865-8601
FAX (510) 865-5560**

LETTERS

military installations in the Far East and Indian Ocean areas. But don't get too excited, this is not classified information.

The crew are U.S. Merchant Marines from District 2, Meba 2 Maritime Union. The vessel is owned and operated by Ocean Carriers of Houston, Texas. She may look ratty, but the pictures of the Morice's vessel gave me the same impression.

The *Rover* is a working vessel, not a sea hippie love boat. She runs from the Arabian Gulf to Yosu, Korea, via Blang Lancang, Sumatra. And I can assure anyone that there is plenty of traffic between the Gulf and the entrance to the Malacca Straits.

I can also report that pirates are alive and well in the Straits. My ship, *Ocean Runner*, was boarded in the Straits early one morning last year by pirates. Commercial traffic and pirates can be avoided by sailing the windship route that goes further south across the Indian Ocean.

I am sure that when the *Rover* spotted the Morice's *Binh*, they thought they might have been in trouble. I wish the Morices the best of luck, it's a big ocean out there in the Indian.

W.H. Wiley
SS *Ocean Runner*
Yosu, Korea

W.H. — Thanks for taking the time to write in and clear that up.

↑↓INSURANCE FOR FERRO

On page 46 of your June issue, P. Kutza complains about having a hard time getting insurance for his ferro-cement boat.

I have recently experienced the same runaround, but ultimately found two companies that will handle ferro boats. They are:

Allstate — (510) 498-5900

Avemco — (800) 638-8440 (Jeff Fleming)

Could you please get this information to P. Kutza without publishing my name?

Name Withheld By Request
North Bay

↑↓HONEST SUGGESTIONS FOR VALLEJO

In my humble estimation, the Vallejo Race, held May 2-3, was another huge success. As a member of the Vallejo YC, during past Vallejo Races I have watched the boats get packed into the harbor in a way that almost defies physics. After that I usually listened to a little music, talked to folks, bought a T-shirt and then went home. And that was that.

Having now been honored with the position of Rear Commodore of the Vallejo YC, I've just been informed that I'm to be in charge of in-house activities for next year's Vallejo Race. That sounds a long way away, but preparations must begin six months in advance.

To make the event as good as possible, I decided to solicit honest suggestions from the participants on how to improve the traditional event — and was told that *Latitude* was the best vehicle by which to accomplish that.

Most people have told me I'm crazy for asking for ways to change something that works so well. But I don't know that it works so well; maybe we need more Porta Potties, garbage cans, different styles of music — that kind of thing. So please, send any suggestions to me at P.O. Box 2355, Napa, 94558.

Karen Ramsey
Rear Commodore, Vallejo YC

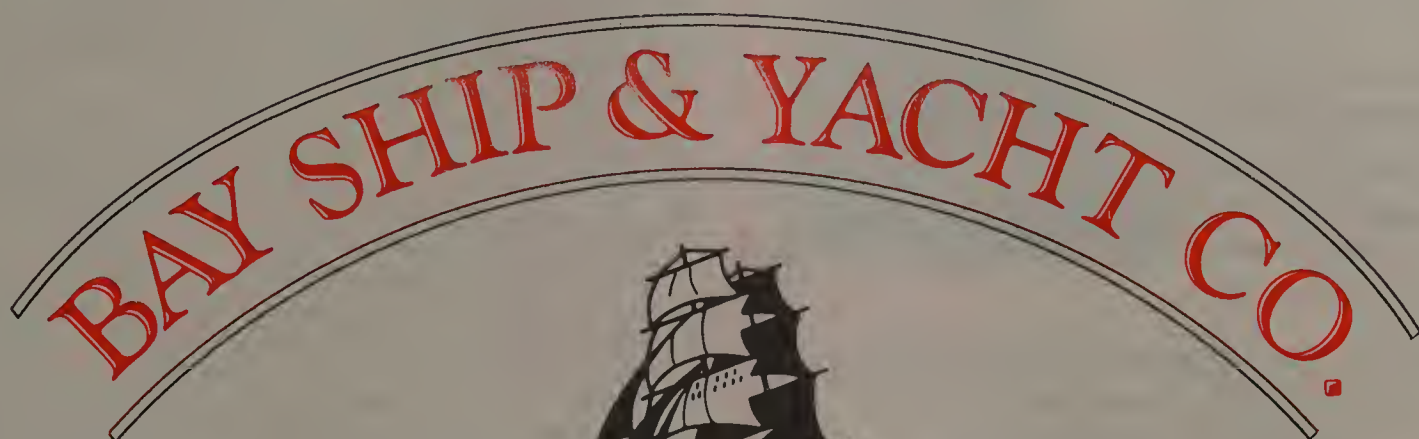
Karen — Are we correct in supposing that free beer would be out of the question?

↑↓IT MAY IMPRESS A FLOOZIE DOWN SOUTH

Here are some small corrections and amplifications on a couple of items in the June issue:

In your results for the Master Mariner's Race, you had the *Wander*

~ ANNOUNCING ~



SHIP

BUILDERS

HAULOUTS • REPAIRS • CHANDLERY

FORMER CAL COAST MARINE YARD

★ **OPENING SPECIAL** ★

(LIMITED TIME ONLY)

HAULOUTS \$5/ft!

10% Discount on Chandlery Items

20% Discount on Bottom Paint

\$45/hr FOR EXPERT REPAIR!

Shipwrights • Welders • Electricians • Painters • Mechanics • Riggers

Call (510) 234-7960

310 West Cutting Blvd., Richmond, CA 94804

Richard Biller, Yard Manager

★ Now Restoring ★

**Historic Scow
Schooner Alma**

YANMAR ENGINE SALE

**More Power,
Less Weight**



More compact, Yanmar's pleasure craft engines have become an industry standard on new and repowered yachts. If you're looking for performance and reliability, Yanmar is your engine.



CALL TODAY FOR OUR BEST QUOTES
If you do your homework you'll find it the smartest buy anywhere!

**Atomic 4 Special
Rebuilt Universal**

SALE PRICE \$2350

WITH REBUILDABLE CORE IN EXCHANGE ONE-DAY INSTALLATION AT SHOP RATES.

GENERATORS

NORTHERN LIGHTS
DIESEL ELECTRIC & POWER SYSTEMS

We Sell, Install & Service
The World's Best Generator!
Call for Quotes

**QUALITY SERVICE FOR YOUR CLASSIC OR
CONTEMPORARY YACHT ON OUR MARINE RAILWAY**

• Make reservations for your haulout today •

Complete: Keel • Hull • Paint • Spars and Rigging
Electronics • Hardware • Engines • Generators • Haulouts

Repair / Sales for: Yanmar • Universal • Perkins •
Westerbeke • Pathfinder • GMC • Detroit • Caterpillar
Northern Lights • Onan

**Richmond
Boat
Works**

616 W. CUTTING BLVD., RICHMOND, CA 94804
(510) 232-5800

LETTERS

Bird winning the Big Schooner class. While we on the *'Bird* crossed the finish line first, we didn't win squat. That's because we screwed up and sailed the 17-mile course laid out for the smaller gaff-rigged boats, while the *Chieftain* slogged around the correct 22-mile course. By all rights, the 'chicken pennant', emblematic of the winner, goes to the *Hawaiian Chieftain* for '92.

In the same results, you printed the *Wander Bird's* length as 102 feet LOD, and the gaff-sloop *Freda's* length as 44 feet. Both are wrong. That may be the length of those boats from the tip of their bowsprits to the ends of their overhanging main booms, but on deck, the *'Bird* is some 85 feet while *Freda* is barely 32 feet.

There have been debates in *Latitude* about how to measure boat lengths, but I didn't realize we Northern Californians had decided to join the gold-chain set in Southern California lounges, where everything, including mop handles, is included when measuring the length of one's boat. Including 'everything' in calculating boat length may impress a floozie on a barstool down South, but it's misleading to other mariners and bespeaks a lack of modesty.

These little inaccuracies undermine our faith in the accuracy of the other stuff reported in your generally excellent magazine.

Of a more serious nature was your *Loose Lips* report on the fire that melted quite a bit of a Catalina 36 off the Sausalito waterfront in late May. Your report was accurate as far as it went, but apparently your reporter didn't get all the details.

The fire, which produced a tall column of smoke and lots of leaping flames, naturally attracted plenty of spectators. Those of us watching from shore were appalled at the problems Sausalito's firefighters experienced with their equipment. Conversely, we were heartened by the quick actions of three sailors from Galilee Harbor and Schoonmaker Point Marina. First the heartening part:

Richard Bowen, a 21-year veteran of the Oakland Fire Dept., was working on his 37-ft (OD) yawl *Solent* in Galilee when he was alerted to the fire. Bowen estimated it took him less than a minute to start his engine and throw off his dock lines and power cords. "All those fireman's instincts just took over," he said, describing how he was already powering out of his harbor when he realized he was not only alone, but wearing just shorts and a T-shirt. Those don't make up a UL-approved firefighting outfit.

Passing Schoonmaker's docks, he spied pals Ian Warrack and Rob Engles and summoned them aboard. Bowen gave the helm to Ian, and with Rob's help, rigged up the *Solent's* deck washdown pump and hose. Then he jumped into long pants, shoes and a better shirt for the job.

"Richard gets a lot of credit," Ian said. "He's going cruising after a lot of work, his boat is about ready, yet he put her in jeopardy without a second's thought in order to try to save the other boat." Richard ordered Ian to put the *Solent* right alongside the burning boat, at which point Richard jumped aboard and began putting water on the fire.

Frustrated by the dismal stream from the washdown pump, Richard said he was glad to see Greg Baker, waterfront Good Samaritan, show up with his boat with a more powerful pump.

The four mariners were making some progress in knocking down the blaze when the Sausalito Fire Department's *Rescue II* finally arrived. Warrack estimates it took *Rescue II* five more minutes than the *Solent* to arrive on the scene. The two firemen on the *Rescue II* had frustrations of their own. Though fitted with a proper firefighting monitor (nozzle) on the bow, *Rescue II's* firefighting pump is a portable that's stowed below decks. It must be brought up on deck, fitted with suction and connector hoses, then started by pulling a cord.

So it took Sausalito's firemen another five minutes to get the pump assembled and another three minutes tugging on the cord. "It got a little flooded," said the weary guy who'd done the pulling. I caught up with them when they docked the police/fire boat. The firemen seemed like good guys and their fatigue showed. I believe they did their best

Port Sonoma ~ Marin

**BOATS TO
50 FEET**

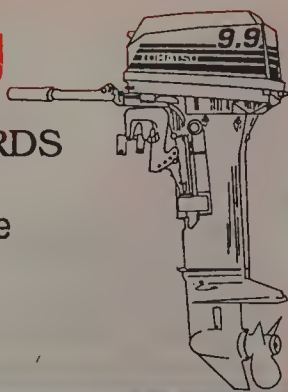
[illegible]

July, 1992 • Latitude 38 • Page 61



OUTBOARDS

Everything an outboard should be
Models from 2.5 to 140 hp
Two year limited warranty
Short and long shaft models



SALES AND SERVICE
Quality Names You Can Trust



INFLATABLES

5 year
warranty
Models from
7 ft. - 18 ft.



Voyager Marine

1296 State St.
P.O. Box 246, Alviso, CA 95002-0246
(408) 263-7633

Open Tuesday thru Saturday



HONDA

OUTBOARDS

- four cycle
- 2 thru 15 hp
- quietness & dependability

HONDA
Power
Equipment



Always wear a personal flotation device while boating and read your owner's manual.

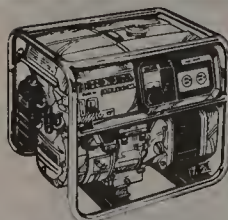
SALES AND SERVICE
Quality Names You Can Trust

HONDA

GENERATORS & PUMPS

- four cycle
- 350 thru 6,500 watt
- quietness & reliability

For optimum performance & safety, we recommend you read your owners manual before operating your Honda power equipment.



HONDA
Power
Equipment

Voyager Marine

1296 State St.
P.O. Box 246, Alviso, CA 95002-0246
(408) 263-7633

Open Tuesday thru Saturday



LETTERS

under the circumstances. They were even more frustrated than those of us who watched them from shore.

Nonetheless, we Sausalito boatowners and taxpayers who watched know we best not count on the fire department should our boats catch fire. One tired fireman, however, did give cause for hope. He told me that the city has ordered a proper fire pump to be mounted permanently aboard the *Rescue II*. It will be more powerful, require no on-the-scene hooking up of hoses, and have an electric start motor.

If you ask me, that's a far better use of tax dollars than what was spent on the silly Everglades-style airboat the Sausalito Fire Department bought a couple of years ago. She's an unseaworthy aluminum scow with a salt-air sensitive engine that gets blown away from any fire she tries to fight. According to a couple of firemen I've spoken with, nobody in the department likes the thing. . . "except for one — the chief."

My main intent is that some recognition be given the four sailors who ignored danger and hopped into action, wooden boat guys who went out of their way to try and save a plastic boat that was unknown to them.

Brooks Townes
Sausalito

Brooks — You're grabbing the wrong guys by the gold chains. If the *Master Mariner's* print-out describes Freda as 44-feet, we're not going to second-guess them. If you wish to quibble over the matter, do it with the folks who fill out the entry forms.

Our coverage of the Southern Star boat fire was abbreviated because it happened during the last few hours of our deadline. If you want more complete coverage of such things, see that they happen in the middle of the month. Ho ho! In any event, a tip of the Latitude hat to Bowen, Engles, Warrack and Baker — and to you for providing us with the rest of the story.

⚡ HORROR STORIES ABOUT PIRATES

In September, we will be leaving San Francisco and sailing our boat to Mexico for a year. We've become increasingly concerned by the horror stories, such as the Cufley's in the May issue, that we've heard about pirates boarding people's boats.

We would like to bring our .38 revolver with us for protection, but have read in *Charlie's Charts* that firearms are not allowed except for hunting purposes. And apparently the *Federales* will do more harm to a boat than the pirates. Plus, the *Federales* would put us in jail if they found an illegal gun on our boat!

We've heard that you can put a shotgun shell in certain flare guns — is this true? And if so, we would appreciate it if you could elaborate on which flare gun, shells, etc. to purchase.

My father has seriously offered to buy us an Uzi for our 'bon voyage' present, but we'd much rather have a BBQ.

Being that we're two females traveling alone, we were thinking that we might have more problems with bandits than a crew that includes men. But on the other hand, perhaps no men aboard would be safer as the bandits wouldn't feel the need to demonstrate their territorial macho things.

It's enough dealing with the natural elements of the sea that we'll face, but now we have to worry about bandits! Or do we?

Stephanie Teel & Jill Patton
Noelani
San Francisco

Stephanie & Jill — "Is cruising in Mexico dangerous?" we asked a friend who has been sailing down there for 25 years. "Yeah," he laughed, "you have to watch out for the rocks!"

In all seriousness, the BBQ is a much better 'bon voyage' present than the Uzi. True, every couple of years there seems to be a serious incident. The ones we remember: A Northern California-based Peterson 44 was chased and intentionally t-boned by a fishing boat off

BALLENGER SPAR SYSTEMS, INC.

1972-1992

Our 20th Year

- Thousands of Spars for Racers and Cruisers
- Computer Aided Design and Mast Analysis
- We Design and Stock Our Own Extrusions
- We Provide the Highest Quality Workmanship
- We have THE BEST PRICES

For spars, rigging, furlers or just advice:

Ballenger Spar Systems, Inc.

1053A - 17th Avenue

Santa Cruz, CA 95062

(408) 462-2890

Fax (408) 462-2124

Look for our custom
designed spars on
Bill Lee's new SC52!

A cool change for the Bay

Sailworks

Marine Refrigeration
Sales & Service

- FLEMING MARINE
- ADLER/BARBOUR
- CROSBY
- NORCOLD

ALSO NO. CALIF. AGENT
FOR FLEMING SELF-STEERING

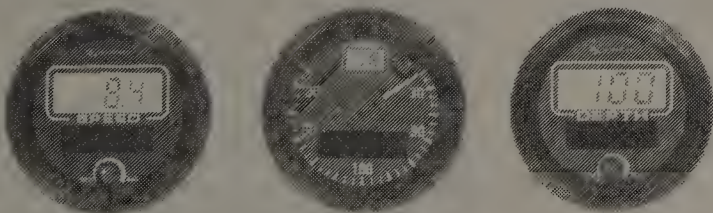
PETER GRAY

Alameda Marina • 510/521-4942

Look What's **NEW**
Under The Sun!

S R MARINER
INTRODUCES THE

SOLAR SERIES



S R Mariner is proud to introduce a full line of digital **SOLAR POWERED** instrumentation. This innovative new design requiring **NO EXTERNAL POWER**.

For a free color brochure of our full product line and specifications, call us or write to:

S R Mariner
600 Young Street
Tonawanda, NY 14150
1(716)693-5977

Dealer Inquiries Welcome

Made In The U.S.A

* external 12vdc required for night lighting.

**'WHATEVER
KIND
OF BOAT
YOU WANT,
WE'LL
KEEP THE
FINANCING
SIMPLE.'**



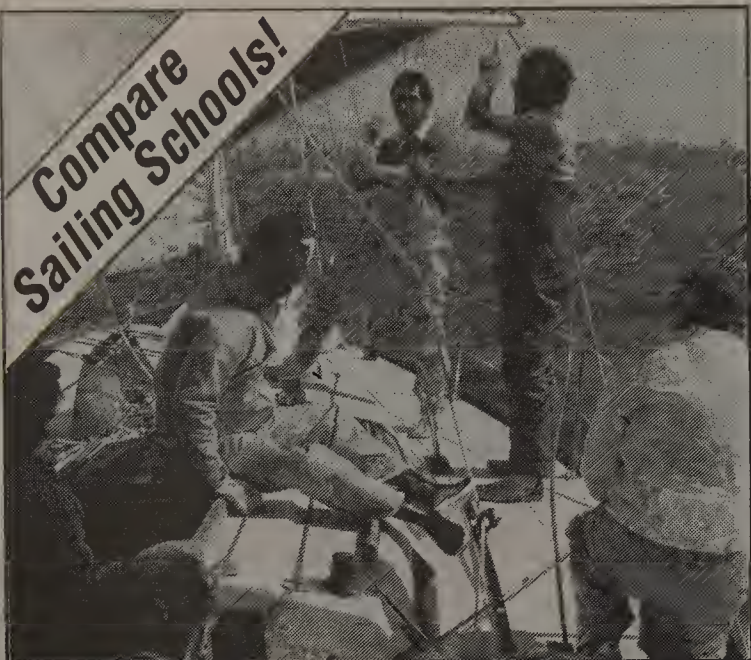
Ganis Corporation

A New Leader in Marine Finance

1070 Marina Village Pkwy., Suite 207, Alameda, CA, 94501

(510) 521-5023 Fax (510) 521-5024

**Compare
Sailing Schools!**



Although many sailing programs may appear similar, we encourage all prospective students to inquire about the range of modern procedures and ideas that set us apart from the others.

LEARN TO SAIL ON 30'-36' SAILBOATS

Obtain Your ASA Basic Coastal
Cruising Certification

- **Three Weekend Package**
Special Only \$695
- **Weekday Package**
Special Only \$595

CREW OVERBOARD RECOVERY FOR YACHT OWNERS

- **SPECIAL ONLY \$95 ~ Save \$50**
on 7/25 or 7/26 course
- Learn "Deep Beam" and "Quick Stop Methods"

Call for More Information



MODERN
SAILING
ACADEMY

Sausalito, CA

(415) 331-8250 • (800) 750-4447

LETTERS

Baja about 15 years ago. A Northern California cruiser was murdered for kicks in Turtle Bay about seven years ago. Yellowbird, a Tayana 55 was chased and intentionally t-boned by another Mexican fishing boat while sailing across the Sea of Cortez about three years ago. There was the incident with the Cufleys earlier this year, and certainly there have been others we haven't heard about or can't remember.

Despite the few incidents listed above, we can assure you that at least 90% of the cruisers in Mexico feel safer down there than they do back here in the United States, where violence has been allowed to become a part of everyday life. The overwhelming majority of Mexicans are warmer, more generous and more kind-hearted than you can possibly imagine. Naturally every country has a few bad apples, especially when they've been soaked in alcohol. Mexico is no exception, as proven by the drunken fishermen who like to chase the yachts of panty-waist gringos every couple of years. If you can handle yourself on the streets of San Francisco, Mexico will seem like Mayberry, RFD.

Naturally, you don't want to go looking for trouble. Common sense dictates that you don't flash money or other signs of wealth, and that you dress to blend in. Dress like a tramp outside of tourist areas, for example, and that's exactly how you'll be treated. Stay out of authentic cantinas and, as in the United States, don't loiter with drunks. As we all know, a little alcohol can transform the nicest people into maniacs. Until you feel comfortable in Mexico and start exuding confident vibes, you might want to travel with others. But we certainly don't think it's necessary.

What can you do protect yourself? Carrying guns is supposedly illegal and theoretically can land your butt in jail. But the enforcement of laws in Mexico is wildly erratic, and as we reported last month, the folks on Nalu IV had no problem declaring their shotgun. The inconsistency is part of the charm of Mexico and the adventure of travelling, nonetheless, we offer two cautions: 1) Get ready for a long stay in a nasty jail if you carry a weapon as provocative as an Uzi, and 2) If you do draw a gun in Mexico, be prepared to use it. A gringo woman pulling a gun on a drunken Mexican male is probably the ultimate macho check; he'd have no choice but to make you use it. It's far better to avoid situations where you'd feel the need to draw a weapon.

A year or two back we had ads for the "Machete Stopper", which was a flare-gun that had been modified to fire shotgun shells. We recently called the number given in the ad but the person answering the phone didn't seem to know if the product is still being made. Can any of our readers help?

Tear gas sprays might be a good choice. They'd be handy on big city streets as well as in the cockpit, and can be very effective in temporarily subduing an attacker. Such sprays are not viewed as being as provocative by individuals or the Mexican government.

The decision to carry weapons, and if so, which ones, is a very controversial and personal matter. For what it's worth, we never carried any aboard the boats we had in Mexico for four years or the boat we've had in the Caribbean and South America for the last five years. Thankfully, we've never had the need for one. Others don't see it our way and/or have had different experiences.

A number of women have taken their own boats to Mexico — perhaps they'd be willing to share their thoughts on the matter?

↓↑ **SOME HAD MORE EXPERIENCE THAN OTHERS**

Dan Johnson's *Breaking All The Rules* article in the May issue sounds pretty scary! It also sounds like "Dan the Man Himself" was the only crew with any skill — and that's scary, too, because he didn't make the crossing.

Dan neglected — or forgot — to mention there was a woman onboard, and that some of the crew had more ocean experience than others. And Dan, the "man with the wallet"? Really, isn't that taking 'wallet envy' a bit far for such an experienced and knowledgeable guy?

Questus

800-444-5230

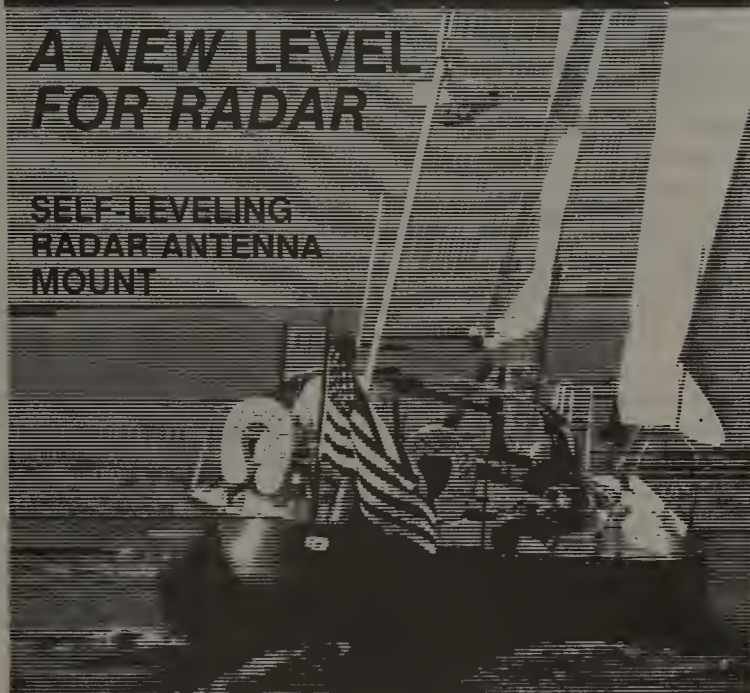
617-242-5220

FAX 617-241-0618

6 Blackstone Valley Place Lincoln, RI 02865

A NEW LEVEL FOR RADAR

SELF-LEVELING RADAR ANTENNA MOUNT



Questus self-leveling radar antenna mount keeps your radar level with the horizon at all times and maintains a constant display of all radar targets. The unique hydraulically damped Questus mount makes for the most unobtrusive installation possible. Mounts around backstay, mast or stern pole — call today for the facts.



PACIFIC COAST CANVAS



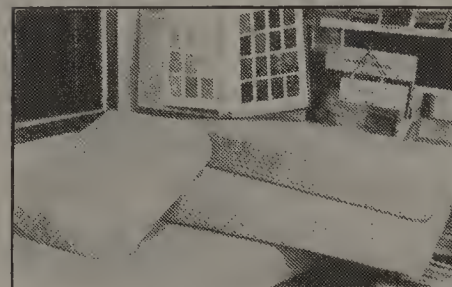
DODGERS

Buy the best with options including:

- Window covers
- Zip-off fronts
- Side and aft handrails
- Aft sunshades
- Custom design

CUSHIONS

Our complete upholstery shop provides our customers with the finest in cushion craftsmanship and design.

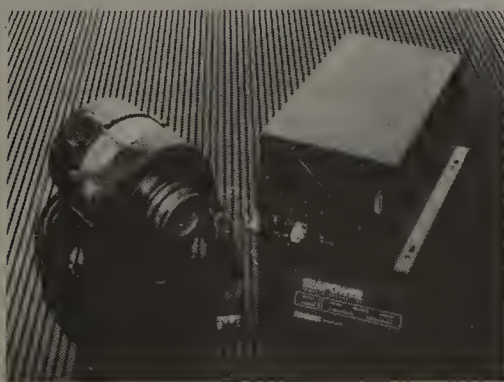


CUSTOM PRODUCTS

The creative abilities at Pacific Coast Canvas are unlimited. We are a one-stop shop providing all your canvas and upholstery needs.

2025 CLEMENT AVE., ALAMEDA, CA 94501
(510) 521-1829

WOULD YOU BELIEVE THERE'S A WAY TO ENJOY 110 VOLT A.C. CONVENIENCE AT SEA WITHOUT A GENERATOR?



It's true. There's something new. It's small. It's light. It puts out 5 kilowatts of AC power. (That's right, we said 5 KW!) And it's not a genset. Call us today, and we'll

tell you where to find your nearest dealer for the revolutionary new SEAPOWER® system.

DISTRIBUTED BY:

sea-power marine

333 Kennedy St., Oakland, CA 94606
(510) 533-9290

SEAPOWER
POWER TECHNOLOGY, INC.

PENINSULA MARINE SERVICES

FACTORY AUTHORIZED DEALER FOR:

**VOLVO
PENTA**
CERTIFIED



NORTHERN LIGHTS
DIESEL ELECTRIC & POWER SYSTEMS GENERATORS

Universal
GAS & DIESEL

Velvet Drive®
MARINE TRANSMISSIONS

aquadrive
eva unit
scatra constant velocity alignment unit



- We Carry an Extensive and Comprehensive Parts Inventory for All the Lines We Handle.
- We Specialize in Diesel & Gas Marine Propulsion System Repairs.
- All of Our Service Personnel are Factory Trained and Are experts in Their Field.
- Service in Shop or at Your Dock

(415) 366-2636

Fax 415-366-1938

1-800-334-3144

Parts Hotline (recorder)

639 Bair Island Road, Suite 8, Redwood City, CA 94063

CAPTAIN'S nautical supplies



Each year, hundreds of damaged optical/navigation instruments from all over the world find their way to a small instrument repair facility in Seattle, Washington. This little shop is part of CAPTAIN'S NAUTICAL SUPPLIES and has been providing expert instrument repair service to seafarers since steam engines were on the cutting edge of propulsion. With 43 years of experience in optical engineering, optical fabrication and ophthalmic technologies, CAPTAIN'S craftsmen (formerly Navy Opticalmen) routinely repair and restore:

BINOCULARS, SEXTANTS, ALIDADES,
STADIMETERS, BIG-EYES, BEARING CIRCLES,
AZIMUTH CIRCLES, TELESCOPES,
PARALLEL MOTION PROTRACTORS,
MARINE COMPASSES, and more!

Having a problem with a clock or barometer? CAPTAIN'S watchmaking staff provides expert service for CLOCKS, CHRONOMETERS, BAROMETERS, BARGRAPHS and WATCHES.

From a new binocular that had an untimely meeting with the deck, to a 100 year old grandfather clock, CAPTAIN'S can meet your instrument repair needs!

- World Chart Coverage
- Nautical Books
- Compass Adjusters
- Instrument Sales

INSTRUMENT REPAIR and RESTORATION

1914 4th Ave.
Seattle, WA 98101
Phone (206) 448-2278
FAX (206) 448-2235

Fishermen's Terminal
1723 W. Nickerson
Seattle, WA 98119
Phone (206) 283-7242
FAX (206) 281-4921

1-800-448-2278

LETTERS

Maybe, just maybe, someday you too will be fortunate enough to be a captain for a crossing — and why not, what with all your expertise? Hopefully you'll be able to assemble a crew that will respect and support you rather than talk mutiny behind your back or get hysterical on you.

Just keep that 'ol testosterone way up there Dan, and you'll do just fine. And Dan, tsk, tsk, rather than *exaggerating* so much, just bail out sooner next time.

P.S. Dan, legend has it a Big Mac is a hamburger.

L. Wood

Not The Man With The Wallet

↓↑CAT ADVICE

We like to sail with our cat and she seems quite agreeable. We'd love to hear from other readers who travel by boat with their cat(s). Any advice, experiences, what have you.

Thank for a great magazine, but you folks need to learn the difference between affect and effect.

Elaine & Bob Ashton
W. Sacramento

Elaine & Bob — That's not all we need to learn.

↓↑A VERY SPECIAL BREED

I would like to tell you and your readers what a very special group of people sailors are — especially from a neophyte's point of view.

We pulled into the Benicia Marina on Sunday, May 24 with *Joshua H*, a Columbia 8.7 we recently purchased from Lt. Bob Carroll, U.S.M.C., who sailed *Josh* to a second place finish in the 1988 Singlehanded TransPac. Our mainsail had blown out during a reach and run up from *Josh's* homeport of Paradise Cay in 25 knots of wind. (Karly, incidentally, deemed the experience "delightful", while I, a rookie, found the ride 10 times more harrowing than the roller coaster at Santa Cruz.)

After securing a berth from the very busy but cordial marina staff, we proceeded to what we had hoped would be a bit of a respite from a very exciting (to some) and stressful (to others) day. What really happened, however, was that we got to experience what sailors are all about.

While attempting to enter our guest slip in winds I estimated at 30 knots — one boat's anemometer reportedly hit 60 knots — I lost power because of what I believe was a busted transmission. A lady from the boat in the slip adjacent to the one I was trying to enter saw my terror and quickly made a realistic assessment of my situation. She shouted and quickly had people come from seemingly nowhere to fend us off from numerous boats, slips and pilings. Meanwhile, I swore at the transmission.

After guiding us into a convenient vacant slip and making certain we were secure, all these nameless but wonderful people simply disappeared. Then one fellow, Steve Bales, saw our torn main and offered to loan us his so we could continue our projected two-week trip to the Delta! Then another fellow, Gary Mahaffey, offered us his car if we needed to go anywhere for parts or whatever. Loan your car to a total stranger! And this right after we'd all seen the mayhem in Los Angeles the previous week. I was — and still am — blown away by such warm, caring, and helpful people.

This saga continued when Doug Hirsch, the "on the water marine mechanic" in Benicia, came down to *Josh* on Memorial Day! He diagnosed the problem as a blown head gasket rather than a transmission failure. He did this for what I must strongly emphasize is what I felt to be a very modest if not ridiculously low charge. And this while his holiday guests were waiting dockside!

The next day, Jay Gardner of P.J.'s Canvas and Sail and the *Adventure Cat* on San Francisco Bay, repaired *Josh's* mainsail in two hours. Obviously he put us at the top of a very long list of projects.

Thanks to all these wonderful, and in many cases nameless sailors,

◆ McGINNIS INSURANCE ◆

THE EXPERT THE EXPERTS CHOOSE

"The Marine Specialists Since 1972"

★ EXTENSIVE YACHT PROGRAM

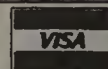
- Claim settlement is what counts!
- Outstanding program for high value yachts, power and sail.
- Specialists in worldwide cruising.

*If You Don't Know Boat Insurance
Make Sure You Have An Agent Who Does*

(415) 332-0500
(800) 486-4008 Ext. 10



McGinnis Insurance Services, Inc. • 10 Liberty Ship Way, #4103 • Sausalito, CA 94965



NEW SAILS - ALL BOATS SAIL REPAIRS, RECUTS CANVAS WORK



SPINNAKER SHOP
921 E. CHARLESTON
PALO ALTO, CA 94303
(over West Marine Products)

415 858-1544



*Oyster Cove
Marina, Inc.*

**Berthing at Oyster Cove Marina
makes boating easier, more
convenient and more enjoyable**

- Berths 30-ft to 60-ft
- Water, Electricity and Telephone
- Heated Dressing Rooms and Showers
- 7 Day HarborMaster Office
- Cable TV *
- Double Finger Concrete Slips
- 24 Hour Security Patrol
- Laundry Room
- Complimentary Ice
- Magnetic Card Entry

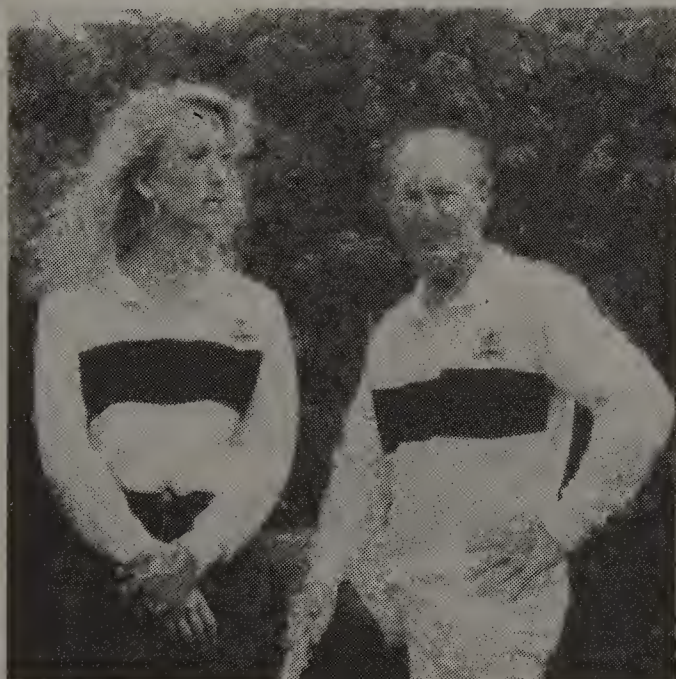
LIVEBOARD BERTHS AVAILABLE

(Limited Number)

**385 OYSTER POINT BOULEVARD
SOUTH SAN FRANCISCO
(415) 952-5540**

SOLAR BODY ARMOR

THIS SHIRT



COULD SAVE YOUR HIDE!

COOLER than wearing
NOTHING at all

UNIQUE 2-LAYER SYSTEM

Keeps Sun Off • Lets Air Flow Thru

Evaporative Cooling Action

You Must Still Wear Your Sunscreen

\$41⁸⁸ plus \$4.75 per order for shipping, handling & insurance

Unisex Sizing: S-XXXL
Variety of Styles Available

AIRSKINZ™

1-800-553-3990

TO ORDER

If you don't love this shirt, you may send it back in 30 days for full refund

**ALSO AVAILABLE AT
SVENDSEN'S MARINE DISTRIBUTING**

LETTERS

we were able to continue our adventure to the Delta with just a short interruption.

One more noteworthy item. Due to the extraordinary service of Barbara at Golden State Diesel Marine and Valerie at Herman and Helen's Marina in Potato Slough, we'll have two back-up head gaskets for Josh's Atomic 2 — that's right — waiting for us when we get up the Delta.

Karly and I just want to express our gratitude to all the wonderful people who helped us in our crisis, and perhaps more importantly, to point out what a very special breed of people sailors truly are.

Jim Hagan and Karly Dotter
Joshua H
Santa Cruz/Ukiah

THE BOUNTY HUNTER

Having read the *An Unscrupulous Gringo* letter in the May issue, and having had first-hand meetings with Howard Munson, I can tell you that this bounty hunter is all of the six things he claims not to be.

Those who are angry about what happened can best channel their feelings by sending letters of protest to Señor Pedro Joaquín Coldwell, Sector Mexico D.F., Presidente Masaryk #172, 8th Piso Mexico D.F. 11587. He is the only man with the power and authority to stop such abuse.

Just a few letters will prevent Munson from getting port captains and other officials to assist him. They will also send Munson and his illegal tactics back to the United States.

Robert Barkins
Amor
Seattle

MERLIN STILL HOLDS THE RECORD

I just read the June edition report on the Santa Cruz to Santa Barbara Race, and noticed that reference was made to Phillipe Kahn as "the holder of the Pacific Cup elapsed-time record". Kahn holds the record for the race to the new finish line at Oahu's Kaneohe Bay, but I believe the elapsed-time record is still held by *Merlin* as a result of her 8 day, 14 hour, 53 minute crossing in 1986. *Merlin's* 1986 still stands despite the fact that the San Francisco to Nawiliwili, Kauai, course she sailed was 100 miles longer than the current course.

The record was also broken despite some serious steering problems. The wheel broke off 500 miles from the finish and had to be replaced by an emergency tiller. That tiller broke 200 miles from the finish, so we had to complete the race using the sails and a J/24 rudder to steer the 67-footer.

It was an exciting race to say the least, as the N/M sled *Swiftsure* was only 46 miles back with about 24 hours to go. She was making up her deficit on *Merlin*, which was sailing wing-on-wing, at about two knots an hour. *Merlin* nonetheless held on to win by just 45 minutes.

Back in 1988 the Race Committee talked about adjusting the record for the revised distance, but that was probably just to get the Pacific Cup trophy back. If Jim Corenman needs any information for the next edition of his Pacific Cup book, I have the original charts.

The intent of my letter is to set the record straight — and to recognize the great crew which made it all possible. That crew included local sailors Alan Sadich, Marty Grealish, Gregg Wisley, Bob Molinari, Michael Parrett, Randall von Wedel and J.R. Parker.

Bob Cranmer-Brown
Palo Alto

AS A RESULT OF HIS HELP, SUNSHIP WAS RECOVERED

The anchorage here at Puerto Los Gatos, Mexico is a little rolly, but still great. We have the place all to ourselves and the weather is perfect. We're enjoying cruising at its best.

Two comments on topics that appeared in recent *Latitudes*.

T
W
O

L
A
Y
E
R
S

SHOWBOATS Marine Designs

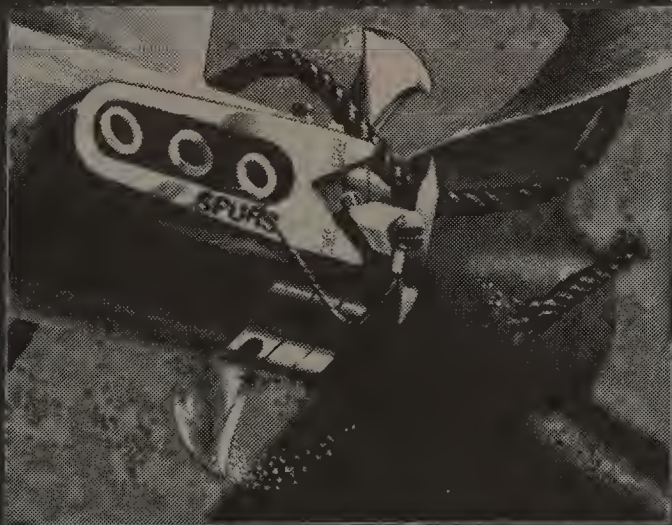
Exterior: Dodgers, Sailcovers,
Canvas covers for deck fixtures,
Do it yourself kits

Interior: Cushions, Curtains,
Custom fitted Linens,
Monogrammed Items

Located in the Marine Service Center
Grand Marina, Alameda
Tel. (510) 727-4614

"We Make Every Boat A Showboat"

"WOW!" What Protection...
Against line, net and weed entanglement.



All shaft sizes in stock. Next Day Delivery Available.

SPURS® LINE, NET &
WEED CUTTER

285 S.W. 33rd St. • Ft. Lauderdale • FL 33315

Call for a FREE Brochure:

TOLL FREE: 1-800-824-5372

PLUG INTO OUR NEW ELECTRICITY!!

Vallejo

MUNICIPAL MARINA



**NEW
EXPANSION
OPEN!**

**291 Double Finger
Concrete Slips**

AVAILABLE FOR IMMEDIATE OCCUPANCY

- 30+50 AMP POWER •
- TELEPHONE SERVICE •
- FRIENDLY STAFF •

GROUPS • CLUBS • ORGANIZATIONS

BOOK YOUR RESERVATIONS!

- Guest Dock
- Fuel Dock
- Chandlery
- Visit Marine World/Africa USA
- Two Restaurants
Breakfast, Lunch, Dinner and Dancing
- Clean Restrooms, Hot Shower

**A Great Place
To Meet For All Occasions!**

(707) 648-4370

7 HARBOR WAY • VALLEJO, CA 94590

Congratulations Caprice (and Dave & Raymond)



Dave & Barbara Lenschmidt's Lapworth 50 "Caprice"

First in Div. 3 in this year's Double-Handed Farallon Race!

They didn't bag the delivery sails and put on racing sails either. No, they did it with the same two Hogin sails that took them to Hawaii and back last year — a 120% reefable roller-furling jib of cruising Mylar and a Dacron main.

For beauty, durability, and performance...

HOGIN SAILS

Specializing in cruising sails for 25 years
New Sails • New Covers • Repairs
Recuts • Used Sails



In the Alameda Marina at
1801-D Clement Ave., Alameda, CA 94501
(510) 523-4388
Mon-Fri 9 am to 5 pm • Sat 10 am to 2 pm

LETTERS

The first regards the "representative" of Joe Maloney & Associates who showed up in Puerto Escondido and wanted to see everyone's boat papers. We can't comment on Howard Munson and his authority or lack of it, but we want to say that we think Joe Maloney is great! When our boat was stolen in 1986, he canceled a previous appointment to counsel us on what we should do and how we should do it.

As a result of his help in sending out reward posters, *Sunship* was recovered. After the recovery, he helped us by notifying everyone who'd been sent posters that our boat had been recovered. We can't believe that Maloney would sanction any behavior that wasn't proper.

A year or so ago we read some comment in *Latitude* that Bandido's Dock in Ensenada was just what the name implied. As a result, when we departed San Diego, we were reluctant to tie-up at his bright orange and white establishment. We nonetheless did, and then were forced to stay there because of bad weather. During this time Bandido and his lovely wife went out of their way to make us feel welcome and to share their city with us. Anything that we needed was quickly provided or instructions given on how to get it. The security was excellent and we felt their prices were reasonable. We would certainly recommend it to others as a place to tie up for a few days while provisioning or making repairs.

Al & Mary Fischer
Sunship
Carson City, Nevada

Al & Mary — Thanks for your comments. By the way, where is Puerto Los Gatos? We've cruised most of Mexico and can't recall ever hearing of it.

↓↑ TRYING TO CONTACT THE "BOAT WITH A MISSION"

I'm trying to contact Loren and Georgia Murphy of *Joshua* (formerly *Kriter Lady* and *Kingpin Dragon*). You ran a *Sightings* item on them called *Boat With A Mission* earlier this year.

I tried information for Maritime Ministries USA in Portland and San Francisco. I've tried the Murphys in San Francisco and Ron and Jennifer Woodruff at Land & Sea Ministry in San Francisco. All with no luck.

Do you know where *Joshua* is being refitted or anything else that may help?

David Colborn
Grass Valley

David — *Joshua* is currently berthed at K Dock at the Berkeley Marina, where her refit continues. She won't be going anywhere for a while, as much work still remains.

Loren Murphy, one heck of a hard-working guy, can be reached in the evening at (510) 620-0642.

↓↑ A QUIET NIGHT ON THE EAST SIDE OF ANGEL ISLAND

Last month I reported on my plan to sail my Burns 36 *Rolling Stone* to Sitka at the end of May. The boat, my computer and I have made it half way, to Neah Bay, Washington. It was a rocky road.

Two crew and I departed on May 25, as planned, directly into 30-35 knots of wind and 12-14 foot seas, which were not part of the plan. We had intended to sail out on starboard tack to 135-140° longitude, then tack over to port and arrive in Sitka eight days later. Just as one of your contributors reported he'd done a few years ago.

It sounded good, but we had to put in at Drake's Bay. The puke and stuff needed cleaning, and we thought a good night's rest would have us all in better shape for the next day. After 10 more hours of sailing the following day, we were about 70 miles off Point Reyes. With the wind as bad the day before and the weatherfaxes predicting 16-foot seas, I made the decision to turn back.

While both the crewmen had gotten seasick, I was okay in that department. I just kept seeing my life flash before my eyes. *Rolling*

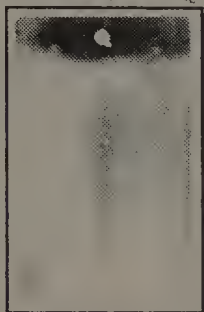
Foul Weather Gear for Your Boat



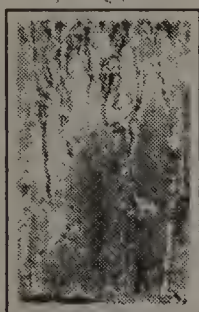
Constant exposure to wind-blown salt spray and driving rain can wear a man down quick. So, when wind picks up and the sky darkens, out comes foul weather gear for you and your crew. Isn't it time to treat your boat and gear just as well?

Protect all your gear with a coat of Pre-Lube 6, the high-tech rust preventive and penetrating lubricant. *Our patented polymer formula bonds with the target surface, so it won't evaporate or wash away.* Pre-Lube 6 lasts longer, so it works better to protect your gear!

Pre-Lube 6 is proven by the Coast Guard and Navy in the harshest conditions. As these photographs show, Pre-Lube 6 out-performs the other products in strict ASTM salt fog testing. Ask for Pre-Lube 6 today.



Pre-Lube 6



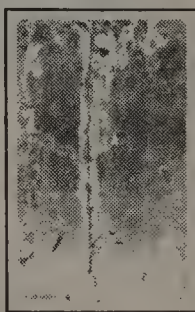
Corrosion Block



WD-40



CRC



LPS-2

It's foul weather gear
for your boat.™



You've heard all the claims, now examine the facts: ASTM 5% salt fog tests prove *the patented Pre-Lube 6 polymer formula really works best!* Just take a look at these original, un-retouched photos. You'll find Pre-Lube 6 at your local marine supply store!

Brand names and products are trademarks or registered trademarks of their respective holders
© 1992 Florida Horizon Distribution, Inc.
Ft. Lauderdale, FL 33325



Benicia Marina



266 East "B" Street (707) 745-2628 Benicia, CA 94510

Gateway to the Delta

★ Permanent
Slips Are
Available

★ Guest Berths
Available –
Reservations
Recommended

DREDGING COMPLETED

April '92

Permanent slips now available
at \$5.50 per foot.

One block from town,
15+ restaurants & antique stores.

"TRUST.."



Marc & Denise Kraft, Pacific Yachting Unlimited

"When you're managing 17 boats you need suppliers you can trust"

Marc Kraft, Pacific Yachting Unlimited

"As the owner and operator of Pacific Yachting Unlimited, a Santa Cruz based sailing school and charter operation, boat owners like you can imagine the kind of problems we have to handle. Our fleet of boats, ranging in size from 27 feet to 43 feet, is surely used more often and longer than private boats. This puts a premium on the need for top quality sails and on your relationship to your sailmaker.

For years now we have entrusted all of our sail business to Larsen Sails. The quality of work and the reliability of service allows me to focus on the most important aspects of the business.

Like everyone else we have particular requirements for our sails and it is here that Larsen's ability to meet these requirements shines. Unlike many of Larsen's customers, our most important criteria is not race winning performance. We need sails that are easy to handle, provide good performance over a wide range of wind conditions and skipper's abilities, and most importantly will last forever (or close to it). Larsen has shown again and again that they can make sails that fit the bill. Whenever there is an occasion to need repairs or service you can always count on them to be there.

We've worked with Larsen Sails for many years and when I thought about taking the opportunity to recommend them to other boatowners it was without hesitation that I knew I could do so with confidence. We've trusted them for many years on many boats and I know you can too."



Larsen Sails

Designed for Speed - Engineered for Durability

(800) 347-6817

Santa Cruz

Bob White • David Hodges

(408) 476-3009 • Fax 408-479-4275

Stockton/Delta

Pat Brown

(209) 838-3285

LETTERS

Stone was doing pretty good except for the various deck leaks I hadn't fixed and some sail damage.

I should mention that my crew consisted of two rugged guys. One had helped return my Hawkfarm from Hawaii in 1982 when we spent 19 days on the wind, the other sailed from Victoria to San Francisco in 1988 with gale winds the entire way.

It's awful to have to return home, particularly after 30 or so folks have seen you off, and after you've permanently removed your dock lines. Even my wife Dolores, while glad to see I as all right, didn't quite know what to do with me. I can't blame her, as in rapid succession I changed my destination from Sitka to Hawaii, to the Delta to Angel Island. I had four months worth of food that was rusting away — until I WD-40'd it — so I had to go somewhere. After a couple of days, I decided we'd go north somehow — but not until the weather settled down.

After a week, on the spur of the moment I suggested to Dolores that we spend a quiet night tied up to a buoy on the east side of Angel Island. It was a little windy when we tied up at the last remaining State Park buoy off the East Garrison, but I assured Dolores it would soon be serene. It didn't get that way, however, as the wind continued to blow harder and harder. About midnight the wind shifted from the west to southwest and we started to get a pretty good chop. To make things worse, there was about a 5.5 knot ebb scheduled for 0500.

Rolling Stone spent much of the night banging against the tire around the buoy, so we didn't sleep much. Finally, about 0430, after starting the engine to pull the boat off the buoy, I drifted off to sleep. About 0530 I woke to the sound of horns. They sounded like buoy horns rather than ship horns, however. I probably lay in my bunk for 20 minutes listening to the horns before I peaked out a port. Oh shit! We were only about 200 yards from the Golden Gate Bridge! Although still tied to the state park buoy, we were headed out to sea at 5.5 knots.

The only good thing is that I normally berth *Rolling Stone* at Fort Baker, so after untying the buoy, we motored to our nearby slip and finally got some sound sleep. I notified the Coast Guard that I'd released the buoy, but they told me to call the Park Service. The Chief Ranger apologized, but I told them that if they couldn't maintain the buoys, they should remove them.

It was a miracle that we were able to travel down the east side of Angel Island, turn right around Point Blunt, continue west past the Island to the Golden Gate Bridge. There was a strong wind blowing from the southwest, so God only knows why we didn't get pushed onto Point Blunt or the south shore of Angel Island.

Dolores' comment on the whole thing was that *Rolling Stone* was like an old mare, just wanting to get back to her stall.

In any event, having lost my crew because of time constraints, I set off singlehanded a week later for Sitka. My computer weatherfax said the weather would be okay, which it was. After a couple of days on starboard tack, I flopped over to port and headed north. Again I was prompted by the information I got over the weatherfax. The winds were 10 to 12 knots the first four days and never got over 25 knots for the entire trip. More importantly, I never encountered seas over eight feet.

About 300 miles from Cape Flattery, I got tired of my own company. I missed Dolores, so I decided to go to Alaska via the Inside Passage. Interestingly enough, 35 knot winds and 16 foot seas filled in behind me as I went north out of California. I tied up at Neah Bay at 1100, almost exactly 11 days from dock to dock. So folks, the new scenario is two days on starboard, six on port — and you're in the inland waters of Washington.

Robby Robinson
Rolling Stone

THE MAGNETIC COMPASS IS HERE TO STAY

On page 89 of the June issue, you reprinted *The Serious Top Ten*

GOING ON A CRUISE?



BRING THE MARINE REFRIGERATION

THAT HAS IT ALL!

- ~ ENERGY EFFICIENCY
- ~ OWNER SERVICEABILITY
- ~ RELIABILITY
- ~ QUALITY OF COMPONENTS
- ~ ENVIRONMENTALLY SAFE



GLACIER BAY HFC 134a REFRIGERATION SYSTEMS

ELECTRICAL

WINDBUGGER - 1ST NAME IN WIND GENERATORS / 7 TO 9 AMPS IN 15 KNOTS

SIEMENS- SOLAR PANELS 6 • 53 WATTS/10 YEAR WARRANTY/HIGH POWER DENSITY

TRACE - INVERTERS / 2 YEAR WARRANTY / HIGHEST EFFICIENCY

CUSTOM DESIGNS / PANELS / REWIRES / SCHEMATICS



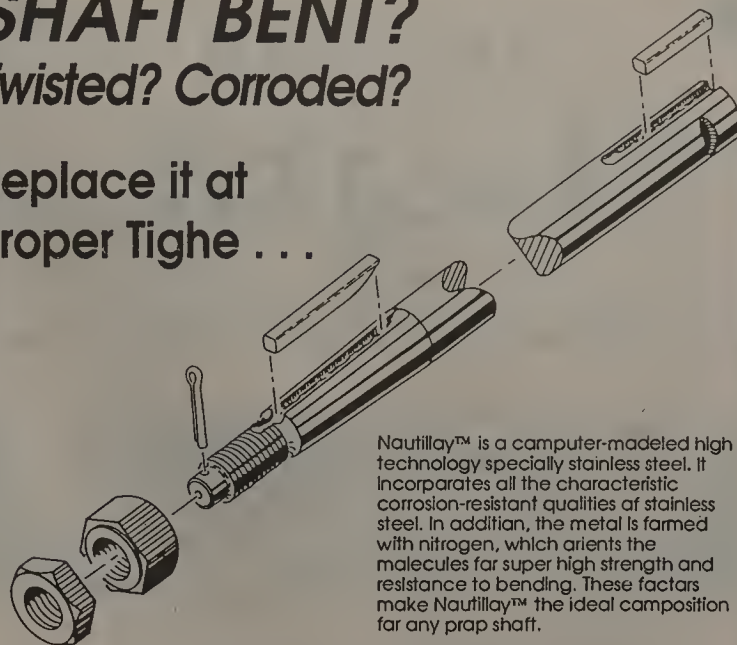
**SWEDISH
MARINE**

ELECTRICAL • HEATING • REFRIGERATION • SALES AND SERVICE

320 W. CUTTING BLVD. RICHMOND, CA 94804 (510) 234-9566

SHAFT BENT? Twisted? Corroded?

Replace it at
Proper Tighe . . .



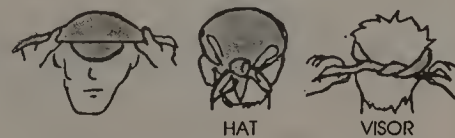
Nautilay™ is a computer-modeled high technology specially stainless steel. It incorporates all the characteristic corrosion-resistant qualities of stainless steel. In addition, the metal is famed with nitrogen, which orients the molecules for super high strength and resistance to bending. These factors make Nautilay™ the ideal composition for any prop shaft.

LOWEST PRICES IN NORTHERN CALIFORNIA



2427 Clement Ave., Alameda
(510) 523-3143

NEW HATDANNA! Bandana/Hat/Visor



Great sun protection ~ Great fun.
They're selling fast at \$9.95!

COMPLETE CUSTOM MARINE CANVAS

Interior & Exterior
Products and Service

ALAMEDA MARINA
1815 CLEMENT AVE., BLDG 29D
ALAMEDA, CA 94501

NAN GRAY
(510) 523-9432



HEY!

SAILOR®
"Hey! Sailor,"
Introduces
the "Sport"



COMFORTABLE! . . . FIRM GRIP!
WATERPROOF! . . . THEY EVEN FLOAT!

- Specially Designed Sole
- "Footprint-in-the-Sand" Footbed
- Quality Stitching
- Wide Straps
- 100% Polypropylene Upper

- Velcro® Fastening System
- Backstrap
- DuPont Zytel® Nylon Ring
- Men's & Women's - Full Sizes Only

Satisfaction Guaranteed or Your Money Back!

Order Now! Only \$39.95 plus \$2.50 shipping/handling (Illinois residents add \$2.70 sales tax)

VISA/MC 1-800-756-SHOE (7463) or send check or M/O to:

P.O. Box 575, Normal, IL 61761

CATAMARANS

CUSTOM DESIGNS BUILT TO CONTRACT

Offshore Cruising Catamarans
USCG Certified Daysail Catamarans
Catamaran Dive Boats and Water Taxis

CALL OR WRITE FOR COMPLETE INFORMATION

GOLD COAST YACHTS, Inc.

P.O. Box 1980 • Kingshill, St. Croix, USVI 00851
(809) 778-1004 • FAX (809) 778-2859



The Multihull Company

BAREBOAT SANTA CRUZ AND MONTEREY BAY

- Seventeen Sailing Yachts from 25' to 43"
- Six Day Liveaboard Instruction \$690.00
(Includes ASA Bareboat Certification)
- ASA Bareboat Certification accepted
from Olympic Circle, Club Nautique
and Spinnaker Members. Most Cases



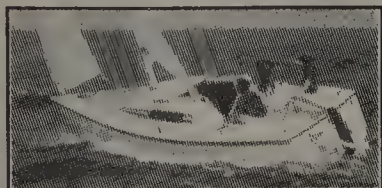
Pacific Yachting • 333 Lake Ave.
Santa Cruz, Ca. 95062

408-476-2370

Free Brochure and Price List

You Can Learn to Sail

with Northern California's *oldest* sailing school.



Hunter 23

Raced by the pros in the
Red Lobster Regatta



Hunter 30



Hunter 35.5

Raced by the pros in the World
Match Racing Championships.

- Take lessons on all new Hunters
- Train with Coast Guard licensed and ASA certified instructors
- All instructors have years of sailing *and* teaching experience.
- Personalized training
- Train in the best environment in the Bay.
- Ask about our learn-to-sail guarantee.

**WEEKDAY
SPECIAL
\$684**

**Complete
Learn-to-Sail Package
Qualifies You to Sail 30'-40' Boats**

Basic Keelboat (3 days - 24 hours)\$395*

Basic Coastal Cruising (2 days - 16 hours)\$345*

Bareboat Charter (2 days, overnight - 36 hours)\$550
\$1,290

**Special 3 Class Package
as low as \$774**

For sailing club members • Other Discounts Available

***1/2 OFF
FOR
SPOUSES**



Tradewinds
Sailing Club - Sailing School

COMMITTED TO EXCELLENCE AND VALUE

1-800-321-TWSC

Brickyard Cove, Pt. Richmond

SERVING AND TEACHING SAILORS FOR OVER 30 YEARS

LETTERS

List from the West Marine Pacific Cup Newsletter. I would be remiss if I didn't point out that Item 6 should have included a "quality, properly installed, professionally adjusted magnetic compass".

I am a complete admirer of the electronic navigational aids which have become available over the past few years. Heck, Loran and GPS can now be used on skateboards. But, they still require a reliable source of electricity. Item 6 points to the very high potential for electrical failure during a typical cruise, and that cruising plans had best include preparation for being without electricity.

I would emphasize that our good old magnetic compass is here to stay and that its importance can not be ignored or neglected.

Rick Loomis
Nor-Cal Compass Adjusting
San Rafael

Rick — You're right. Magnetic compasses, like rock 'n roll, are here to stay.

↓↑ I'M NO RALPH NADER, BUT . . .

This January, my LeComte 38 and I had the misfortune of being rolled by a wave off Majuro during typhoon *Axle*. My boat was dismantled and suffered considerable damage. I eventually sold her where is, as is, in a financially disastrous affair for me.

One major part of the boat's equipment that did survive unscathed was my engine, a Volvo 2002 with maybe 400 hours on it. I attempted to hand start this engine several times during the 11 days between the rollover and my being rescued. Not once was I able to turn it through top center, even with only one cylinder under compression.

While I was having the boat repaired, I had three different strong young men attempt to hand start the engine. None of them were able to get it to fire, even when it had been just shut down and was still warm. Even when we used ether to try to help it start. Even when I had put up \$100 betting them they couldn't do it.

Each of us who unsuccessfully tried to hand start the engine felt it was a gross misrepresentation for Volvo to claim that this engine could be started in such a way. I would like to hear from other owners of Volvo 2000 series engines, to learn if they'd had a similar experience. The failure of my engine to meet its manufacturer's claims did not cost me my life, but it easily could have. I'm no Ralph Nader, but I would like to get the facts straight.

Michael Pope
c/o Post, Suite 27, 24 Sand Island Rd.
Honolulu, HI 96819

Michael — This isn't the first time we've heard a complaint about a hand-start diesel that was impossible to start by hand. Does anybody out there have a diesel they can start relatively easily by hand? If so, are there any tips the rest of us should be aware of?

↓↑ WE ARE LOOKING FOR MANU KAI

We are in the process of setting up what will be the largest museographic establishment in the world devoted only to yachting. The first section of the Conservatoire International de la Plaisance de Bordeaux will open on October 24, 1992, over a covered area of 140,000 sq. ft. There will be 90 boats — a third of them in the water ready to sail — and 16 exhibitions.

The CIP will be located in a German-built submarine base that is 1,000 feet long and 500 feet wide, with 11 ex-submarine pens 23 feet deep, 330 feet long, with 45 feet headroom. These pens will allow for keeping the boats afloat and rigged under a covered roof.

The criterion for the selection of boats is that they were trendsetters, innovative at the day of their launch.

Among others, we are preparing a floating — and sailing — exhibit on early multihulls. Dick Newick has already agreed to loan us *Cheers*, the first "Atlantic" proa (1968 OSTAR), and we have already

COMPETITIVE YACHT INSURANCE

Our Agency Can Offer You

True "All Risk" Coverage
Special Rates for High Value Vessels
Exclusive Program for the
Classic Yacht Association
Convenient Installment Plans

CALL NOW
1-800-894-YACHT
1-800-894-9224



- EASY ACCESS FROM MARIN AND THE EAST BAY
- FREE 24 HOUR LAUNCH RAMP
- BERTHS AVAILABLE
- RESTAURANT & GENERAL STORE WITHIN WALKING DISTANCE

(510) 236-1013
1340 Marina Way So.
Richmond, California 94804
Richmond Marina Bay Harbormaster

The Quality and Craftsmanship You Want, at a Price You Can Afford.

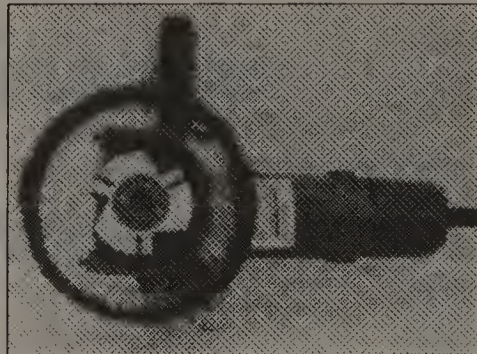
Today, sails are designed by similar computer programs, and constructed of similar materials. The difference is the quality and craftsmanship and the price you must pay. Lee Sails offers you the best of all.



647 Pacific Avenue
Alameda, CA 94501
(510) 523-9011

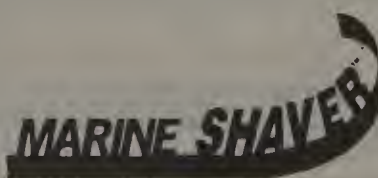
AMERICAN-INTERNATIONAL TOOL IND., INC.

1116B Park Ave. • Cranston, RI 02910 • 401-942-7855 • 1-800-932-5872



A new patented power tool for easy stripping of paint from wooden boats, gelcoats, and anti-fouling paint build ups.

- Can strip 1 sq. ft. in approx. 15 seconds
- Fully adjustable cutting action
- Ecologically safe
- Easy to use
- Weighs approx. 4 1/2 lbs
- No protective gear required when operated with dust collector
- No heat build up that could damage fiberglass laminates
- Cost-effective and efficient
- Replacement carbide blades
- Strips butt and face of wood lapstrake planking simultaneously



Classy Classifieds

Personal Ad: \$20.00

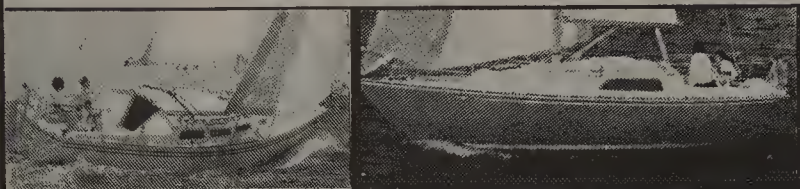
Business Ad: \$45.00

Deadline: The 18th of each month prior to publication
Payment must accompany ad

P.O. Box 1678, Sausalito, CA 94966

You Can SAIL

All These Boats for



\$198/mo

HOW?

Join our sailing club and sail any of the above
31-ft and under yachts **as much as you'd like**
for only \$198/mo.

• COMPARE TO OWNERSHIP •

Purchase 30-ft sailboat*		Tradewinds Sailing Club	
Down payment	\$7,000	Down payment	\$ 0
Tax	\$2,000	Tax	\$ 0
Monthly mortgage	\$ 350	Monthly dues*	\$ 198
Slip @ \$5/ft.	\$ 150	Slip @ \$5/ft.	\$ 0
Insurance	\$ 12	Insurance	\$ 0
Maintenance	\$ 50	Maintenance	\$ 0
Your Time	?	Your Time	0

* Conservatively low estimated costs

*On a 12-month contract
*SAIL FOR FREE if you buy a boat.
Dues can be applied to purchase.

**CALL US ABOUT PLACING YOUR BOAT
OR A NEW HUNTER IN CHARTER**

Tradewinds
Sailing Club - Sailing School

COMMITTED TO EXCELLENCE AND VALUE

Brickyard Cove, Pt. Richmond 1-800-321-TWSC
SERVING AND TEACHING SAILORS FOR OVER 30 YEARS

LETTERS

secured the participation of some other highly representative boats.

We are now looking for the Rudy Choy-designed *Manu Kai* or her sistership, *Lio Kai*. The were sailing catamarans about 40 x 13 feet. *Manu Kai* was, in 1947, the first offshore racing catamaran. I remember seeing *Lio Kai* in Sausalito in 1981. Would you or any of your readers have any clue where she is now, who her owner is, and how to get in touch with him or her? We would certainly be interested in buying, being loaned or showing her.

Charles Daniel, General Manager,
Conservatoire International de la Plaisance de Bordeaux
56 52 99 05 (telephone); 56 81 26 93 (fax)

↓↑ I DID NOT FIND MYSELF WELCOME

I decided to enjoy Opening Day like so many I have before, so I motored across the Bay to arrive at Raccoon Strait at 10 a.m. The Blessing was going on as usual, but what the heck, there were only about 50 vessels in the area at the time. Of the 50, at least 10 must have been cops: four Coasties and six sheriffs on jet-skis. Geez, who invited them to the party?

This year's Opening Day theme should have been "The Year of the Bullhorn", as the cops were yelling at us mariners they didn't feel were toeing the line to their satisfaction. I suppose they busted a lot of people that day.

Even though I'd just been blessed, they so got my spirits down that I headed off to the reviewing line along the San Francisco Cityfront.

I arrived there about 11:00 a.m. to find more bullhorns riding around in small runabouts shouting at just about everything that moved. It seems the yacht clubs decided to declare that part of the Bay their own, and sticking their bowsprits into each other's sterns, called it a parade. Naturally, I did not find myself welcome.

A few suggestions for next year: 1) Get rid of the cops. The Bay is the last civilized spot in the Bay Area and mariners should live and let live. We always have in the past. 2) Have all yacht club parades completed by 11:00 a.m. Otherwise rename it 'Yacht Club Day'.

Finally, if someone is bothered by a water balloon, I suggest they duck.

Karl Knight
Petaluma

Karl — We heard many complaints about authorities with bullhorns on Opening Day, but few people took the time to write us in a timely fashion. If people want things to change, they've got to be willing to pick up their pens in significant numbers.

Based on what we've observed from several occasions, the people with badges and bullhorns on the water mean well, but often don't have a clue. In fact, it's a well-known corollary that the less you know — no matter the subject — the louder and more often you holler.

Opening Day is "Yacht Club Day" in as much as it's hosted by the Pacific InterClub Yachting Association. We don't think it's too much to ask to let them have the Cityfront for a couple of hours each year, especially since lots of folks on shore enjoy the parade of decorated boats. Dress your boat up a little, fill out an entry form, and you'll get a great welcome. If you don't want to bother, just give them a little room. The Bay is still plenty big for everyone.

↓↑ THIS WOULD NOT BE AMERICA'S FIRST

How soon we forget!

In your June *Racing Sheet*, you mentioned that "the good news is that America will be represented for the first time in this great event", referring to the Whitbread Around The World Race. While I, too, am happy to see such enthusiasm toward this exciting and challenging event, I would like to remind you and your readers that this would not be America's first entry.

I was the Project Manager and Watch Captain on Neil Bergt's Alaska *Eagle* entry in the 1981-82 entry. While Bergt did not rejoin the boat after Capetown — he took the helm of Western Airlines

SPECIALISTS IN COMPLETE BATTERY POWER AND CRUISING SYSTEMS



**BAY
YACHT
SERVICE**

Since 1979



Dealer for:

- ALPENGLOW LIGHTING
 - ALPHA AUTOPILOT
 - AMERICAN BATTERY
 - HEART INTERFACE
 - LEWCO CHARGERS
 - POWERLINE ALTERNATORS
 - ROLLS BATTERIES
 - SIEMENS (ARCO) SOLAR
 - SOLAREX SOLAR
 - SURRETTE BATTERIES
- Alameda**
(510) • 521 • 9968
(800) • 499 • YACHT

FORCE10 BLUE JET HEATING SYSTEM "At last a breakthrough in diesel heating"

- Liquid Fuel to Gas Burner System
- Guaranteed to Burn All Grades of Diesel Fuel With No Burner Adjustments
- "Zero" Smoke Running Cycle, No Carbon Buildup, Fouling or Smell
- Spark Ignition, No Glow Plug
- Low Power Consumption
- Quiet, Low Noise Operation
- Compact Quiet Heater Can Be Mounted in the Bilge, Engine Room or Lazarette
- Fuel Efficient, Less Than 1 Quart per Hour Consumption
- 80%+ Heat Exchanger Efficiency!

Battery charging and monitoring systems by
Cruising Equipment Company

SEA FROST®

(H₂O)³

At Sea Frost, we've been measuring success 1 cube at a time for over ten years.

Our engine-driven, holdover refrigeration systems are the coldest available. How do we know? Customers tell us their systems require the least amount of running time, and they always have ice.

Ozone Friendly
Products
Now Available

**SEA FROST®...
Better by degrees.**

Sea Frost, Rt. 4, Barrington, NH 03825
Phone: 800-435-6708/603-868-5720 FAX: 603-868-1040

The GUARANTEED Connection



MARINCO

THE SHOREPOWER CORDS GUARANTEED FOR 5 YEARS!

Marinco shorepower cordsets are the most reliable method available for ensuring safe, continuous delivery of shorepower to your vessel. Much more than glorified extension cords, these cordsets are engineered and built to operate flawlessly despite the harsh marine environment.

- Heavy gauge 3-conductor wire is used to minimize voltage drop
 - Specially formulated vinyl cover material resists hardening and cracking caused by long exposure to UV light, salt, grease, oil and fuel
 - Secure locking connectors prevent accidental disconnect
- West Marine stocks a complete range of quality Marinco shorepower system components. See us for the adapters, receptacles, and inlets and connectors you need to make the guaranteed connection!

30 AMP CORDSETS

Length	Model	Reg.	Sale
25 FOOT	410415	\$54.95	49⁹⁵
50 FOOT	147397	\$69.95	59⁹⁵

West Marine
Quality Boating Gear and Apparel

S. SAN FRANCISCO	(415) 873-4044	608 Dubuque Ave.
SAUSALITO	(415) 332-0202	295 Harbor Dr.
OAKLAND	(510) 532-5230	2200 Livingston St.
PALO ALTO	(415) 494-6660	850 San Antonio Rd.
STOCKTON	(209) 464-2922	1810 Field Ave.
SANTA CRUZ	(408) 476-1800	2450 17th Ave.

TOLL FREE PHONE ORDERING
1-800-538-0775

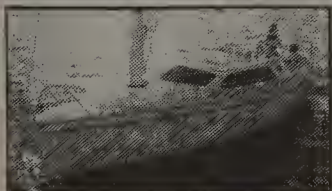
REF#376-1W99

Expires 7/26/92

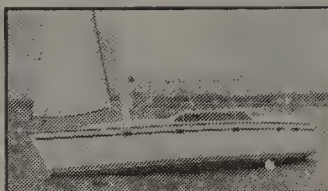
You Can BUY

Any of these boats
at terrific values.

We have many motivated sellers.

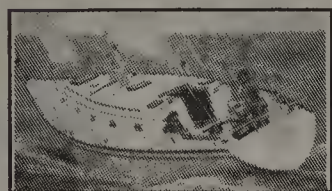


New Hunter Vision 32
\$79,995.

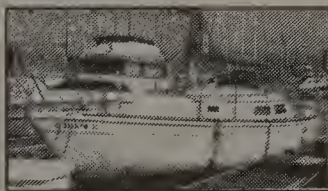


New Hunter Vision 36
\$109,995.

Call and ask how to save \$10,000 on a new Hunter.



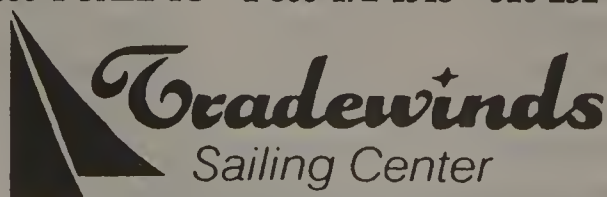
Hunter 37
Bluewater cutter. Low hours.
\$57,995.



Newport 30 II
2 with diesels.
\$24,995.

22'	Catalina	1984	.....	outboard w/trailer	.....	7,495
22'	O'Day 222	1986	.....	outboard w/trailer	.....	7,995
23'	Ericson	1969	.....	outboard	.....	5,500
23'	Hunter	1989	.....	outboard w/trailer	.....	10,995
23'	Shock	1989	.....	outboard w/trailer	.....	15,995
24'	J/24	1980	.....	outboard	.....	12,995
25'	Catalina	1982	.....	outboard, swing keel	.....	6,500
25'	Catalina	1986	.....	outboard, swing keel	.....	10,995
25'	Catalina	1987	.....	outboard, swing w/trailer	.....	14,995
26'	Clipper Marine	1975	.....	outboard w/trailer	.....	4,995
27'	Catalina	1972	.....	outboard popular boat at only	7,995	
27'	Newport	1980	.....	inboard	.....	12,500
27'	Coronado	1973	.....	outboard	.....	motivated seller 7,995
27'	Ericson	1971	.....	inboard	.....	seller anxious 11,500
27'	Ericson	1976	.....	inboard, wheel, well equipped	.....	13,995
28'	Islander	1978	.....	inboard, lots of gear	.....	22,995
29'	C&C	1978	.....	inboard, solid	.....	22,995
30'	Hunter	1978	.....	dsl, wheel, custom interior, Mex vet	.....	19,995
30'	Newport 30 II	1978	.....	inboard, wheel	.....	22,995
30'	Newport 30 II	1978	.....	diesel, full race, 12 sails	.....	24,995
30'	Newport 30 II	1979	.....	diesel, lots of gear	.....	24,995
30'	Lancer	1980	.....	diesel, wheel	.....	24,995
30'	Catalina	1982	.....	inboard, wheel, low hours	.....	26,995
31'	Searunner Tri	1984	.....	outboard	.....	14,995
31'	Cal	1983	.....	diesel, wheel	.....	33,995
31'	Hunter	1983 & 1984	.....	diesel, wheel	.....	starting at 32,995
35'	Formosa Ketch	1979	.....	diesel, wheel	.....	39,995
35'	Hunter 35.5	1989	.....	diesel, wheel, aft cabin, Pacific Cup vet	.....	78,500
36'	Islander	1974	.....	diesel, wheel	.....	39,995
36'	Catalina	1985	.....	diesel, wheel, clean	.....	59,950
37'	Hunter	1984	.....	diesel, wheel, cutter rig, bluewater	.....	57,995
38'	Catalina	1982	.....	diesel, wheel	.....	41,995
41'	Morgan Out Isl	1979	.....	diesel, wheel, ketch rig, loaded	.....	69,995
44'	Lancer MS	1981	.....	diesel, pilothouse	.....	94,995
52'	Alden Schooner	1932	.....	inboard, wheel, classic	.....	99,500

1-800-4-SAIL-4U • 1-800-472-4548 • 510-232-7999



COMMITTED TO EXCELLENCE AND VALUE

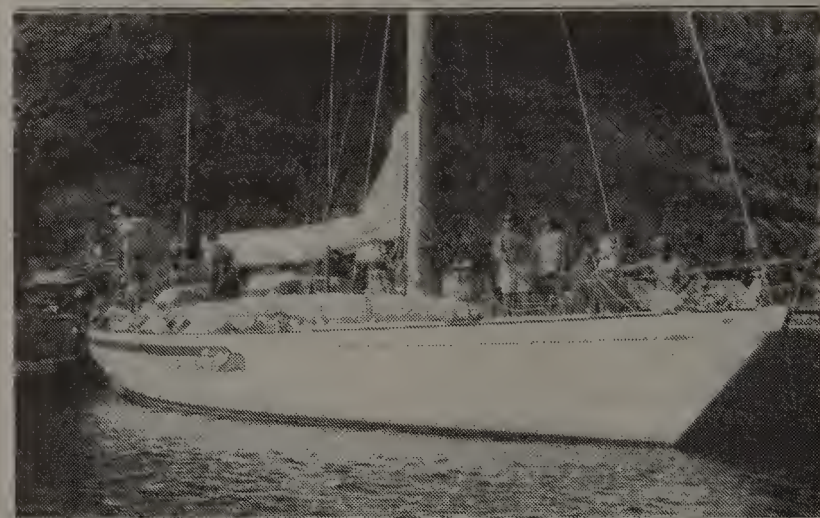
Brickyard Cove, Pt. Richmond

SERVING AND TEACHING SAILORS FOR OVER 30 YEARS

LETTERS

during our stopover and could not return because, in his words, "I was up to my ass in alligators" — he did continue support and funding, so the project went on.

We completed the race, finishing 9th out of 31 entries. While we did have an international crew of Swedes, Brits, Mexicans, Kiwis, Dutch and French in addition to the American core, the boat was most certainly an American entry. She was sponsored by Alaskan International Industries, flew the American flag and had a hailing port of Anchorage, Alaska.



The 'Eagle' has landed, in this case at Cook's Bay, Moorea.

While we didn't win the event, I would hope that an American entry soon will be "the first American entry to win the event". But as to "the first American challenge", please, I don't want my kids to think I just made it all up.

Alaska Eagle continues to sail thousands of miles a year in the Orange Coast College Sailing Program, as the boat was donated to them after the race by Bergt and Alaska International.

Mike Farley
Yacht Ruffles
Las Hadas Marina, Manzanillo

Mike — Please accept our most sincere apologies. Perhaps the reason the Alaska Eagle slipped our mind was because the '81-'82 race got such little publicity in the United States. Furthermore, we seem to remember that same mistake appearing in several other magazines.

Nonetheless, we should have known better. We've seen Alaska Eagle in Hawaii, Southern California, and only a few weeks ago at the quay at Papeete. We knew all along she'd done the Whitbread under the American flag, but somehow never put one and one together.

So for the record, you Farley kids better be be proud of your dad because he did something really special.

↓↑ I NOW KNOW BETTER

At one time I thought *Latitude* was a fine, truthful publication worthy of searching out for valid information about the sailing world. I now know better.

1) Last year I sent in an article about a group of cruisers from La Paz coming to the aid of the sailboat *Tovitchka*. When it was published, I found that the descriptive adjectives were changed and *Latitude* had put its byline on the article with a note that I had merely provided the information. I'm no English major, but that sure smacks of plagiarism. I wrote the article, not *Latitude*.

2) I attended Race Week in Baja for the last two years. The coverage of this event in *Latitude* was an obvious case of sour grapes. The races were good, the beach activities were plentiful and we had a hell of a good time. The idiot commenting on the event he did not

Delta Cruisers... THE ACME AWNING

INSTANT SHADE AT A FRACTION OF THE COST

Made from durable Sunbrella Marine Fabric with vinyl reinforced connection points for long life.

Fast and easy installation. Ties to back stay, mast & life lines or in any way you can invent. Compact for easy storage. (Installation requires 4 lengths - 6 lengths for large - of 3/4" Schedule 40 PVC not included.)

Available with or without valance. Mesh side curtains available as an option.

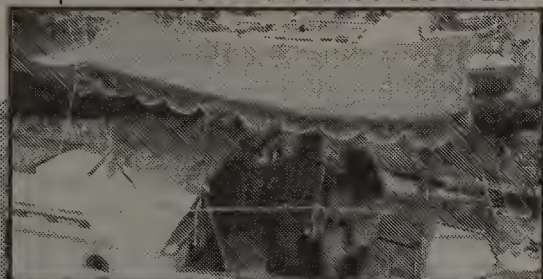
7'6" x 9'6"	SMALL ACME AWNING	\$189.00
	Side Curtains	\$ 89.00
10'0" x 14'6"	LARGE ACME AWNING	\$239.00
	Side Curtains	\$129.00
	F.O.B. San Leandro	

Call and place
your order today!

(510) 635-6383

Acme Awning Company
1199 Beecher Street
San Leandro, CA 94577

Experts in fabric solutions since 1922.



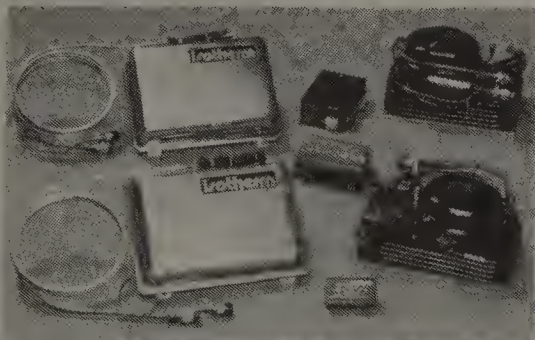
Dealer Inquiries Invited.

COLD WHEN IT'S HOT

Stop lugging ice down the dock and give Scan Marine a call. We have the refrigeration system to fit your boat. Check out these advantages: Unique holding plates for maximum efficiency, low battery drain design, easy installation kits, and low prices. So let Scan Marine help keep you COOL!

isotherm 5000

- Watercooled
- Danfoss Compressor
- Stainless Steel Holding Plates
- Pre-Filled with Freon
- Quick Couplings
- Noiseless Waterpump & Compressor



12V air-cooled or engine-driven systems also available.

(206) 285-3675

FAX: (206) 285-9532

SCAN MARINE
EQUIPMENT

2144 WESTLAKE AVE. N., SUITE D
SEATTLE, WA 98109

SAFETY solution



West Marine FIRST MATE VEST

*The economical way
to safely outfit your guests*

Coast Guard regulations require you to have a lifejacket for every person aboard. Unlike cheap "horsecollar" type lifejackets, our **FIRST MATE VEST** provides the perfect way to meet the letter of the law without making your guests feel like they're being punished. Designed with an easily adjusted side lacing system, the one-size-fits-all design can accommodate virtually everyone on your crew. Closed cell ensolite foam provides USCG Approved Type III flotation. The rugged, comfortable polyester fabric cover and non-corroding YKK zipper ensure a long and trouble-free life.

Available in Red, Blue, and Yellow.

REF# 376-1W99
Expires 7/26/92

Just **1795**/ea.

West Marine Quality Boating Gear and Apparel

S. SAN FRANCISCO	(415) 873-4044	608 Dubuque Ave.
SAUSALITO	(415) 332-0202	295 Harbor Dr.
OAKLAND	(510) 532-5230	2200 Livingston St.
PALO ALTO	(415) 494-6660	850 San Antonio Rd.
STOCKTON	(209) 464-2922	1810 Field Ave.
SANTA CRUZ	(408) 476-1800	2450 17th Ave.

TOLL FREE PHONE ORDERING
1-800-538-0775

THE ARMCHAIR SAILOR



MARINE BOOK & NAVIGATION CENTER



Thousands of Titles, New & Used
Imported and Out-of-Print Books



Worldwide Charts and Cruising Guides
Ask for our FREE Worldwide Cruising Guide Catalog



Imported Yachting Magazines
Ship Models and Half-Hull Models

200 NAUTICAL VIDEOS TO RENT

JUST \$2.00 A DAY

Learn to Sail, Cruising Guides, Racing, How to & Movies.
Come by or phone for a free list.

Mail & Phone Order Service

Largest Selection of New and Used Nautical Books in California

(415) 332-7505 • 800-332-3347

42 Caledonia Street • Sausalito, CA 94965

MON-SAT 9-6 SUN 12-5

LETTERS

attend gave a very poor representation of what happened. Race Week at Isla Espiritu Santo, near La Paz, is a fun week of racing, competitions and a welcome gathering of people who have enough meat under their ribs to sail away from the little Bay Area. There is life after California.

3) The most recent article about Gary and Pati on *Nereid*, and their tragedy off the coast of Mexico, shows the cruising public what a sad excuse for a defender of sailor's rights *Latitude* is. How dare you sit in your cushy little centrally heated office and question how right a man is to take care of the pirates in a manner that have the overwhelming support from people who are out here in the world. What a bunch of Californicated dweebs you must be to throw in crap about the CIA and supposedly confused stories and questionable ethics regarding machete-wielding thieves in the dark of night.

There is no help out here. You have to do what you must because you can't pick up the phone and call your lawyer to make things right.

I shall continue to peruse your rag, but I will keep my tablespoon of salt handy and take pleasure in the fictional accounts of everything you print.

Ray 'A Not Too Pleased Reader' Morgan
Hoy Hoy, in the Sea of Cortez

Ray — The majority of folks out cruising — no matter if they are a doctor, lawyer or boat worker — don't have a journalistic background. Thus if a boat sinks or a party happens, they usually only get a couple of the 'W's': Who, What, Where, When and Why.

As we recall, we received several jumbled, incomplete and somewhat erroneous reports on the *Tovitchka* beaching. We made some additional calls to check facts and then wrote a composite article from all the information we gathered. We probably gave you credit because your report arrived first. We suspect that if you check, what you sent only vaguely resembles in content and form what was published. In the off chance that's not correct, you have our deepest apologies. Believe us, after 15 years, we've seen our own byline enough not to want to deny one to a helpful reader.

If you want our frank opinion, we think *Sea of Cortez Race Week* was great for the first five years and subsequently has gone into something of a mild decline. We base this on personal experience for the first seven years and the reports of people who have attended both earlier ones and the most recent ones. "It's still great fun," said one woman employee of a popular San Diego chandlery who prefers to remain anonymous, "but it's not like the earlier ones." The difference, she and we agree, is that it originally was an event dominated by folks who were actively cruising, whereas now it's more of an event for the sailors and former sailors of La Paz.

Last year's Race Week report, which was universally hailed as completely inaccurate, was the first compiled by a non-*Latitude* staffer. There was nothing we could do, as Race Week dates were in conflict with our production schedule. The Club *Cruceros* decided that from then on they would provide the "official" story and photographs. Race Week has come and gone, and we've yet to receive anything on the event.

With regard to the folks on *Nereid*, it was not we who questioned their actions, but a fellow cruiser who we suspect has about 50 times more miles under his keel than do you. We carefully noted that we didn't know what the exact facts were, but were presenting another side of the story that was making the rounds from California to Panama. For what it's worth, Gary Cufley read the *Shampain's* account and promised to fax us his version of what happened by June 20. Regrettably, we've not received anything yet.

Since you sit in final judgement on the entire incident, you must have been right there. Could you please fill us in on exactly what happened — and the details of Cufley's flying career? Or, as we imagine, have you passed judgement based on your own fears rather than fact?

Your hilarious comment about it taking "meat under the ribs" to

NEW CUSH FOR YOUR TUSH



HEY MOM,
PASS ME A
COLD ONE

CUSTOM
CUSHIONS

EDgewater 2-2509

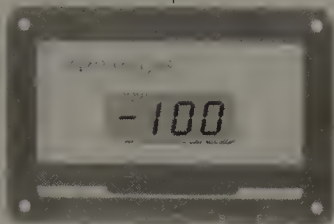
300 INDUSTRIAL CENTER BLDG.
HARBOR DR., SAUSALITO, CA 94965
OUR WORKDAYS BEGIN AT 7 A.M.
OPEN SAT. 9 A.M. TO 12 P.M.



8th Anniversary Sale!!!

Cruising Equipment and Heart Interface products complement each other so well that we have teamed up to celebrate our eighth anniversary.

Our AMP-HOUR Meter™ revolutionized battery management. Just glance at the meter. It displays the number of Amp-hours consumed from a full battery.



List price w/shunt \$239⁰⁰



The Freedom 10 is a 1000W inverter with a 50A battery charger and automatic 30A transfer switch. It can run most hand tools and appliances including microwaves. Perfect for boats.

List price \$850⁰⁰
shown w/remote - not included

You can buy both for only \$688⁰⁰!!
Sale ends August 15, 1992. Call to place your order.

Cruising Equipment Co.

6315 Seaview Ave. NW Seattle, WA 98107
FAX (206) 782-4336 Phone (206) 782-8100



BRISBANE MARINA WITH EASY ACCESS TO SAN FRANCISCO BAY

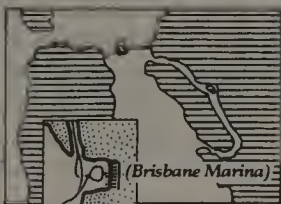
- ★ Deep well marked entrance
- ★ Private restroom & showers
- ★ All concrete construction
- ★ 24 hour security



PROTECTED WATERS

COME IN AND INSPECT OUR
MODERN FACILITIES.
SLIPS ARE AVAILABLE TO 66FT.
FOR MORE INFORMATION CALL
OUR HARBORMASTER'S OFFICE
AT (415) 583-6975

LOCATED AT SIERRA POINT

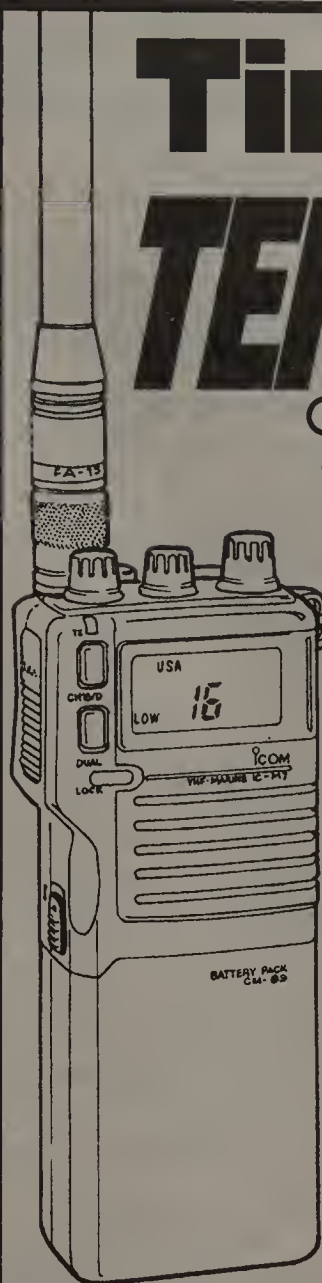


From No. or So.
on Hwy 101 take the Sierra Pt.
Pkwy Marina Blvd. exit.

Tiny and TERRIFIC!

ICOM Marine IC-M7 HANDHELD VHF

*The most portable
radio made!*



Only Dick Tracy's wrist radio is more portable than the tiny IC-M7. Then again, Tracy's radio probably doesn't operate on all US and international channels, have 4.5 watts of transmit power, or convenient dual channel monitoring like the IC-M7. The IC-M7 fits in your pocket. No bulky belt pack is required. Yet this miniature marvel packs all these features:

- Access to all US and International channels
 - 4.5 watts of transmit power
 - Extra large backlit LCD readout for easy status and channel information
 - Dual watch monitors channel 16 and another channel of your choice
 - 3.7 hours of operation using the standard battery pack
 - Includes antenna, wall charger, belt clip and battery pack
- Until wrist radios are more than comic book dreams, you can't find a handier radio than the Icom IC-M7.

Model 407650

\$299⁰⁰

West Marine Quality Boating Gear and Apparel

S. SAN FRANCISCO	(415) 873-4044	608 Dubuque Ave.
SAUSALITO	(415) 332-0202	295 Harbor Dr.
OAKLAND	(510) 532-5230	2200 Livingston St.
PALO ALTO	(415) 494-6660	850 San Antonio Rd.
STOCKTON	(209) 464-2922	1810 Field Ave.
SANTA CRUZ	(408) 476-1800	2450 17th Ave.

TOLL FREE PHONE ORDERING
1-800-538-0775

Cruisers Supply



LEATHER CHAFING GUARDS

Made from hand selected Pearl Grey leather. Simply slip your lines through them and position where needed.
WON'T SLIP WHEN IN USE!

(2) 12" guards per package and includes marlinspike suggestions.

Order by line diameter:

Small 1/4-7/16", \$5.00.

Large 7/16-5/8", \$5.50.

Shipping & handling \$2.00 per pkg.

24 HOUR A DAY PROTECTION



MAGMA

Gas or Charcoal\$39.95



DICKINSON Gas only

Sm. \$34.95 Lg. \$39.95

BAR-B-COVERS

MAGMA...DICKINSON...FORCE 10

Enhance your boat with our custom designed and crafted covers.

Super durable 9.25 oz. Pacific Blue Sunbrella acrylic. 5 year warranty against loss of color or strength due to sunlight, mildew, rot and atmospheric chemicals. All seams double stitched and include binding. Exquisite design and craftsmanship.

A gift of distinction that we can ship direct for you.

FORCE 10 (not pictured)

Please note:

Gas model, bottom mount only

Sm. \$34.95.....Lg. \$39.95

Other Sunbrella color add \$5

S/H \$5 ~ WA res. add 8.2% tax

30 DAY MONEY BACK GUARANTEE OF SATISFACTION

Visa/Mastercard

24-hrs. a day live operator: **1-800-736-6022**

Mail item request and check or money order to:

Cruisers Supply, P.O. Box 2801, Everett, WA 98203

Allow 3-4 weeks for delivery.



CPO SHIRTS

15 oz., 100% English wool, twill finish, midnight blue - as featured at the Spring Boat Show on Jack London Square.



Group SanFran

Remember the 40's (nineteen not roaring)

When sex was dirty and air was clean??

Remember the good quality wool CPO shirts you used to get? Not flannel - not chamois - but real tight twill?

They're back!! Sizes S to XXL

(limited selection of tall sizes L to XXL)

\$110 plus tax, S&H (UPS)

Write or call:

P.O. Box 884011

San Francisco, CA 94188

(415) 991-7440

LETTERS

cruise from the Bay Area to La Paz is apparently a dig at what you perceive as our lack of sailing experience to and in foreign waters. To paraphrase you, Ray, there is life after La Paz — like just about the entire sailing world. If you've got a few hours, each member of our editorial staff would be glad to clue you in on different and far-flung parts of it.

IF YOU STAND STILL, PREPARE TO GET RUN OVER

Was it Mark Twain who said "the reports of my death are greatly exaggerated"? That's the situation we find ourselves in here at North Sails. The rumor mill has us shutting our doors and going out of business. Nothing could be further from the truth. We are, however, reorganizing our four facilities on the West Coast. North Sails San Francisco, Huntington Beach and San Diego will be merged into one company rather than three separate companies.

As of July 1, 1992, North Sails San Francisco will produce only a limited number of dacron, nylon, kevlar and mylar sails. The North lofts in Huntington Beach and San Diego will handle the rest of the production. For the past year all sails on the West Coast have been cut in San Diego. Now, instead of getting cut panels to assemble, we will get completed sails. All sails will still be designed, sold and serviced by our same local staff.

What we will be doing here in Alameda though is part of an exciting new North Sails project. For the last two years North has been working on a molded sail process whereby we can make one-piece seamless molded sails. The computer-shaped molds are done and we are ready to begin producing sails. Once the sails come off the mold in San Leandro, they are brought here to be finished. The molded sails for all North lofts will be done from the Alameda loft.

By combining the three West Coast lofts, we are better able to share resources and pool talent. Since the computer molds are in this area it only makes sense to do that production here. We are looking at going into the '90s with new technology and new products. If you stand still these days, prepare to get run over.

So if someone tells you that we are closing down or going out of business, you can say "Oh, didn't you read *Latitude 38*?"

Onward and upward!

Steve Taft

Manager, North Sails San Francisco

IF SFBSA WOULD LIKE TO THANK THE FOLLOWING...

Re: The 1992 Memorial Day Regatta (ex-Volvo Regatta).

The San Francisco Bay Sailing Association (SFBSA) would like to thank the St. Francis YC, which hosted the event, and their race manager Matt Jones, who provided a major amount of encouragement and support prior to the regatta. Thanks also to our major sponsors (Svendson's Marine, Mount Gay Rum and Steinlager Beer), to all the sailors who bought raffle tickets, and to the following companies for donating excellent products and/or services to the cause:

Aloe Gator, Alta Mira Restaurant, Ancor Marine, Angelino Restaurant, The Armchair Sailor, the *Californian*, City Front Sailboards, Crystal Geyser, Jim DeWitt, Harken, Helly-Hanson, Hood Sails, MacArthur Park Restaurant, Marion Sails, Max's Opera Cafe, Mount Gay Rum, North Sails, OP Systems, Patagonia, Rail Riders, Scott's Seafood Restaurant, Serengetti Sunglasses, Dee Smith, Sobstad Sails, Steinlager Beer, Survival Technologies, Svendsen's Marine, and West Marine Products (Sausalito).

SFBSA is currently searching for a title sponsor for next year's sixth running of the Memorial Day Regatta. If your company is interested in becoming a sponsor, or donating something to next year's raffle, please contact Gary Sadamori at (415) 641-4357.

Harris Lavine
President, SFBSA

West Marine Sizzling Summer Values

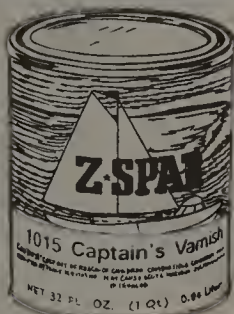
Z-SPAR
The Boat Coat People

CAPTAIN'S VARNISH

*Beautiful protection
that lasts and lasts!*

Gives brightwork a dazzling
finish that will hold up all
season long. Great results
are the norm thanks to
Captain's ease of application.
UV filters prevent sunlight damage and the special formula
won't discolor your wood.

Quart
Model 136879 Reg. \$13.95



Sale 11.95

Sealand
Technology, Inc.

SECURE HOLDING TANK DEODORANT /CLEANER

• Effective, biodegradable detergent cleaner

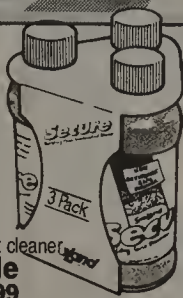
Model Reg. **Sale 7.99**
3-8 oz. bottles 436626 \$8.95

32 oz. bottle 436634 \$10.95

FREE!

BIODEGRADABLE TOILET TISSUE

With purchase of 2 Secure items, 4 roll pack. Model 120121. A \$3.49 value

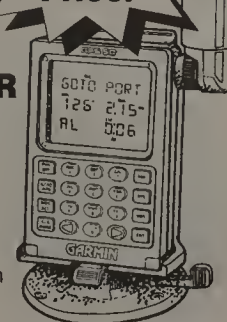


GARMIN
COMMUNICATION & NAVIGATION

GPS 50 PORTABLE GPS RECEIVER

- 250 labeled waypoints and nine reversible routes
- MultiTrac™ receiver tracks up to 8 satellites for no-hesitation navigation
- Updates the display every second with fresh information
- Operates on Ni-Cad batteries or disposables
- Waterproof

**New Low
Price!**



899.00



NEW ENGLAND ROPES

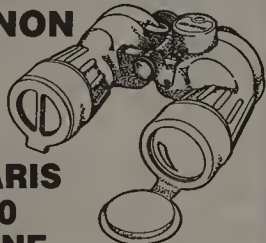
20% OFF

Our Normal Discount Price

ALL PRE-SPLICED 3-STRAND NYLON ANCHOR LINES

The best quality lines you can buy!
Available in diameters from 3/8" to 3/4".
Most sizes stocked in 100, 150,
200, and 250 lengths.

FUJINON

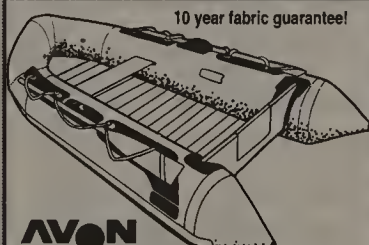


POLARIS 7 X 50 MARINE BINOCULARS

For their combination of flawless optical quality and rugged dependability, Practical Sailor magazine rates Fujinon's Polaris model binoculars "Superior."

Model 316893
Reg. \$545.00

Sale 529.00



10 year fabric guarantee!

AVON ROLL-UP 2.85

Easy to take along and store!

- 9'3" long • 4 person capacity • 8 HP max. engine size
- Includes: oars, storage valise, foot pump, and repair kit

Model 454769 Reg. \$2,089.00

Sale 1995.00

**2 YEAR
WARRANTY!**

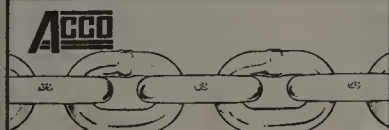
NISSAN MARINE OUTBOARD MOTORS

*Economical,
reliable outboards
to power your fun!*

EXAMPLE:
8 Horsepower
Model 283754



1095.00



20% OFF

Our Normal Discount Price

ALL GALVANIZED PROOF COIL CHAIN

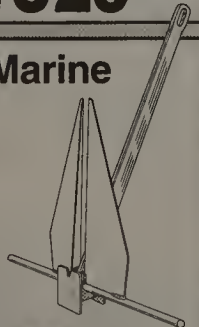
Finest quality American made chain.
Quality hot dip galvanizing gives this chain
maximum resistance to corrosion damage.

West Marine

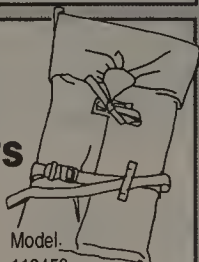
**15%
OFF**

*Our Normal
Discount Price*

ON ALL HI-PERFORMANCE & TRADITIONAL ANCHORS



USCG Approved TYPE II LIFEVESTS



Adult (over 90 lbs.) 112458
Youth (50-90 lbs.) 112466
Child (under 50lbs.) 112474
Reg. \$5.99

Sale 4.99/ea.



WATER PUPPY PUMP

Pumps almost anything!

- Versatile 12 volt impeller type bronze pump for water, fuel, bilges, etc.

Model 180810
Reg. \$83.95

Sale 77.95

**Extended
Monday
-Saturday
'til 8pm!
Summer Hours**

Six convenient Northern California locations!

PALO ALTO • (415) 494-6660
850 San Antonio Rd.

OAKLAND • (510) 532-5230
2200 Livingston St.

TOLL FREE PHONE ORDERING
1-800-538-0775

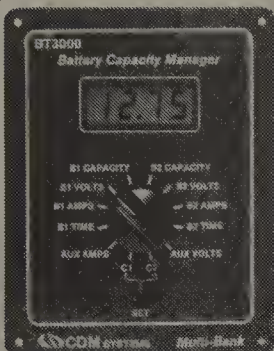
SAUSALITO • (415) 332-0202
295 Harbor Drive

S. SAN FRANCISCO • (415) 873-4044
608 Dubuque Ave.

STOCKTON • (209) 464-2922
1810 Field Ave.

SANTA CRUZ • (408) 476-1800
2450 17th Avenue

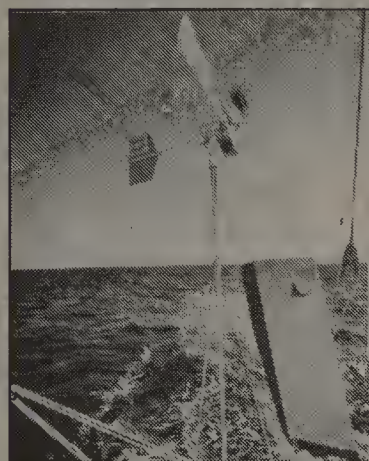
REF# 376-1W99
Prices good 6-25-92 to 7-26-92



BT3000 MULTI-BANK MONITOR / CAPACITY MANAGER

All the features of our popular BT2000 — and more! Like the BT2000, the BT3000 gives you full 2-bank capacity monitoring, plus "AUX AMPS" and AUX VOLTS". Use the AUX AMPS feature to read, charge or discharge current from a third source — alternator, wind generator, solar panel, inverter, 3rd battery bank, etc. Use the AUX VOLTS feature to measure voltage of a third battery bank. The BT3000 compensates for charge efficiency and capacity loss at high discharge rates (Peukert's effect), and has a built-in "learn mode" to provide even greater accuracy. The BT3000 has self-calibrating electronics, and is easily set to monitor a wide variety of batteries from the front panel — just set it and forget it! Comes complete with manual, cable, and 1 year warranty. \$399.95.

THE FOURWINDS II A RELENTLESS PURSUIT OF PERFECTION



- Starts charging at 4 knots
 - 10-15 knots 140-200+ AH/Day
 - Overspeed control SS Airbrake
 - Leave unattended w/confidence
 - Multi-step voltage regulation
 - Six standard mounts & custom
 - Three year warranty
 - Designed by cruising engineers
 - Owner tested to 70 knots
 - Everything perfect
- Most excellent of it's kind

SSB/VHF

• Icom Marine
• Kenwood
• Panasonic
• Uniden

PC SOFTWARE

• Weatherfax • SSC
• Navlink (GPS Interface)
• Davis Sight Reduction
• Radar Trainer
• Basic Certification
• Icom Controller CT17
• Signal Racing/Performance

RADAR

• Furuno • Raytheon
• Panasonic • ICDM

APs

• Alpha • Robertson
• Autotelm

WX STATIONS

• Davis

GPS

• Magellan
• Interphase
• Garmin
• Micrologik

BATTERIES

• Gel Cells
• 6 & 12V American

CHARGING/MONITORING

• APC • CDM
• Fairwinds Wind Charger
• Hoot • Trace
• Cruising Equipment

COMPUTERS

• Keycomp 386SX 25mhz

INSTRUMENTS

• Signal Racing
• Datamarine
• Autotelm
• VDO • Ritchie

ANTENNAS

• Shakespeare
• Spyder • Call Wave

WEFAX: • Furuno • SSC-Computer • Sea • Alden

**ALTA
MARINE
ELECTRONICS**



Store location in Grand Harbor Marina

Mailing address:

1406 Park St., Ste 100
Alameda, CA 94501-4510
(510) 523-6011

NAVIGATION & COMMUNICATION ELECTRONICS

DIESEL FUEL FILTERING

Purify Diesel Fuel & Clean Tanks

Process scrubs; polishes; removes algae, dirt, rust and water from diesel fuel. Includes internal tank washdown. Save your injectors, costly engine repair, and down time.

Your berth or boat yard.

(510) 521-6797

LOOSE LIPS

The first — again.

Joshua Slocum was the first ever, Robin Lee Graham was the youngest man, Tania Aebi was the youngest ever and the first woman. And in early June, Boston's William Pinkney, 57, joined this elite group of singlehanded circumnavigating pioneers by becoming the first black man to successfully sail around the world by himself. Pinkney, a former marketing executive, left Boston on August 5, 1990 aboard his aptly named 47-ft cutter *Commitment*. His nearly two-year voyage took him around both Capes Horn and Good Hope, and included a nine-month layover to repair storm damage to the boat.

And while we began this item with tongue in cheek, we end it in all seriousness. We have all the respect in the world for any circumnavigation, be it crewed or solo. Congratulations, Bill.

Sale Boats of the Month.

The following boats found new owners in May and June.

Frank Picker of Berkeley became the new owner of *Theotom*, a Yamaha 25, with the help of Premier Yacht Sales in Emeryville. New to sailing, and having recently completed the curriculum at the Olympic Circle Sailing School, Frank plans to build upon his sailing skills by spending as much time aboard *Theotom* this summer as time allows.

Readers may remember the intrepid singlehander **Ornaith Murphy** from a *Latitude* feature article a few months ago. She recently purchased a new boat through City Yachts in San Francisco, a Cal 39 by the name of *Music*. She plans to further her cruising adventures aboard the boat.

Bill Gorman yachts was the broker, and **David Brodie** the new owner of record of the Islander 44 *Columbine*. This Bill Lapworth designed yacht has an interesting history, including more than a decade of charter work in the Chesapeake, lots of local racing in HDA under former owner Bill Kirkland of Encinal YC, and Bill's claim that "the boat has been in every marina around for a visit (except Redwood City and San Leandro) as far as Terminous, Rio Vista and Tinsley." No word if Brodie is planning to make that visitation record complete, but he does plan on enjoying the boat as much as possible this summer.

Last but not least, **Warren and Norma Storer** moved up from a Catalina 22 to the new (literally — she was built this year) Catalina 34 *Spirit*, with the help of the good folks over at Farallone Yacht Sales in Alameda. The couple plan to spend most weekends aboard, either in Alameda or daysailing the Bay, with a trip later this summer to the Delta. That sounds like the perfect formula to us.

For Men Only.

A new study shows that winning raises testosterone levels — and the greater the margin by which a person wins, the greater the level of the increase. The message — if your wife or girlfriend is starting to grow hair on her chest, it's time to leave her home when you go racing.

Beyond the Call of Duty.

Los Altos' Peter Wolcott is the latest west coaster to receive US Sailing's Arthur B. Hanson Rescue Medal. As detailed in last month's issue, Wolcott and crew aboard the Cheoy Lee 43 *Route du Vent* dropped out of the May 9 Duxbury/Lightship race to assist the Express 27 *Locomotion*. A "monster wave" had rolled the smaller boat over, throwing both its crew and mast into the water. Owner John Amen and his four crew made it back aboard intact, the mast didn't. Despite 35-knot winds and 12-ft seas, *Route du Vent* stood by the crippled Express while *Locomotion*'s crew worked to clear up the wreckage, then towed them approximately 10 miles back into the Bay.

The Rescue Medal is an award given to skippers of pleasure vessels who effect rescues of victims from the water. The details of the rescues become part of an ongoing study of what works best.

West Marine
Quality Boating Gear and Apparel



MAGMA™
MADE IN USA

Yum!

STAINLESS STEEL MARINE KETTLE™ BARBEQUES ARE ON SALE!

Enjoy great grilled meals aboard!

Nothing says summer like the savory aroma and taste of barbecued food! Magma's rugged stainless steel kettles make it easy to enjoy grilled meats, fish, and vegetables aboard your boat. Covered "kettle" style enables grilling, roasting, even baking! All components are designed for a long life in the marine environment and constructed of non-corroding materials. Lids and grills are attached to prevent loss overboard. A complete range of out-over-the-water mounting options makes using and enjoying these barbecues safe and convenient.



	Model	Reg.	Sale
CHARCOAL	158915	\$72.95	69⁹⁵
PROPANE	236927	\$125.95	119⁹⁵

**Extended
Monday -
Saturday
'til 8 pm
Summer Hours**

Six convenient Northern California locations!

PALO ALTO • (415) 494-6660
850 San Antonio Rd.
OAKLAND • (510) 532-5230
2200 Livingston St.

SAUSALITO • (415) 332-0202
295 Harbor Drive
S. SAN FRANCISCO • (415) 873-4044
608 Dubuque Ave.

STOCKTON • (209) 464-2922
1810 Field Ave.
SANTA CRUZ • (408) 476-1800
2450 17th Avenue

TOLL FREE PHONE ORDERING
1-800-538-0775

REF# 376-1W99
Expires 7/26/92

big and beautiful

The Sausalito waterfront is no stranger to impressive vessels. From the square riggers of the 1880s, the classic prewar yachts (such as *Zaca*, which was built there) and the Liberty Ships of the wartime era on up to such 'modern' classics such as *Californian*, *Pride of Baltimore* and *HMS Bounty*, Sausalito has seen its share of grand ladies.

One of the most impressive yachts to visit Sausalito — and indeed, the San Francisco Bay Area — in modern times docked at Schoonmaker Marina last month. She is the sleek, black-hulled *Andromeda la Dea*, 154 feet of pure elegance afloat.

Andromeda La Dea (Italian for 'Andromeda the Goddess') is owned by Tiburon investor and sailor Tom Perkins. Apparently, in addition to sailing regularly, Perkins and his crew spent a good part of June declining interviews with a number of publications interested in the boat, including this one. That's certainly the right of every boat owner, and we'll respect Mr. Perkins' privacy.

Andromeda herself is not so easy to dismiss. She towers above everything in the harbor, and we've yet to go by when there's not a throng of admirers

continued next sightings page

just kidding

Early one morning in June, a deaf-mute by the name of Hong Thi Nguyen was found wandering Cronkite Beach. Through an interpreter, the 19-year-old told authorities his voyage from Hawaii with a friend had gone awry when their 20-ft boat sank and he had to swim ashore. The Coast Guard launched a search for the other man, but called it off about 3 p.m. when other facets of Nguyen's story didn't quite ring true — not to mention the fact that he didn't show any of the signs of having been out on the water for two weeks, as he claimed. In fact, his hair and clothing were neat and dry.

What really tipped them off was Nguyen's assurances that his friend was a strong swimmer and could make it back to Hawaii.



big and beautiful — cont'd



CHUCK SAUNDERS/FOTO FLOAT



LATITUDE/R

Above, 'Andromeda La Dea' doing an easy 15 knots. Left, we've seen Ferraris whose paint jobs looked sick in comparison.

filing up and down the docks. In deference to them, and to those of you who call the office thinking we're omniscient about this sort of thing, we did manage to get in a few words with *Andromeda's* skipper, Don ("don't use my last name"). Here are some of his comments, as well as some information on the boat gleaned from a short piece in *Showboats International* magazine.

Andromeda La Dea was built by the now renowned Perini Navi Shipyard in Pisa, and launched in 1991. Interestingly, she's just one of four like-size yachts built there since 1990 — what *Showboats* calls "the largest family of sistership sailing yachts" ever built. All sport gleaming black steel hulls and polished aluminum superstructures. "She's one of the finest engineered yachts in the world," says Don, who supervised construction.

And one of the highest-tech. Don says that *Andromeda's* 10,000 square feet of sail can be set by one person in less than 4½ minutes — it's all done by pushbutton from one central control station in the pilot house. In fact, all sail controls are state of the art and completely computerized. An interesting addition to the sail plan is a traditional 'fisherman' type sail — roller furling as are all the others — set between the main and mizzen. It even has its own traveler, which looks to be about 6 feet wide, at the top of the mizzen!

With a complement of eight crew of several different nationalities, the ketch sails fast and easy, says Don, and her keel-centerboard design allows her to go from 23 feet of draft with the board down to a more marina-friendly 12 feet with it retracted. When the wind isn't blowing, the boat's twin MTU turbo diesels can push the boat along at up to 15 knots and, says Don, she's "quieter than a Feadship" under power.

Don says they try to sail the boat at least once a week, and have taken a load of juniors from the St. Francis YC (of which Perkins is a member) out several times. Don, a blond-haired Scot now based out of Newport, Rhode Island (where he owns his own classic wood yacht), finds the sailing conditions here in the Bay Area delightful, if "a bit cool".

Andromeda is registered in Hamilton, Bermuda, and covered over 13,700 miles in her first six months at sea. Ports of call included the Mediterranean, the continental coast of Europe, Scandinavia, the Canaries, the West Indies, the Panama Canal and up the West Coast to the Bay Area. She'll haul out here in the future, and come September is scheduled to begin a cruise to the South Pacific.

— John Skoriak

and while we're on the subject of big, beautiful boats . . .

It was a celebration worthy of a queen — entirely appropriate, in this case. As a fireboat sprayed rainbows of water, a yacht club starting cannon thundered, an airplane flew overhead trailing a 'Welcome Home' banner,

continued next sightings page

ticonderoga — cont'd

hundreds of people cheered and a flotilla of yachts bobbed in escort, the legendary yacht *Ticonderoga* returned home to Newport Harbor after an absence of 26 years.

Proceeding to a temporary berth on Balboa Peninsula, the 72-ft 'Big Ti' was swarmed over by former crew members and friends, delighted to see her again after more than a quarter century. A buffet luncheon for 150 — to the music of a steel band and under the flags of all the countries she's visited — completed the day, but the stories and reminiscing are likely to reverberate along the coast for months to come.

Come with us now as Bob Dickson, former sailing master, takes us through a short history of one of the most historic and beloved yachts ever to slip down the ways.

Ticonderoga was designed by L. Francis Herreschoff and built of mahogany, bronze and teak in Quincy, Massachusetts in 1936. In later years, Herreschoff would call her his favorite, and the fastest of his designs. The latter was borne out by a racing record that will probably never be equalled. *Ticonderoga* has probably won more races (about 100) and set more records (28 on the East Coast alone) than any other American yacht. Here's a slice:

1963 TransPac — First to finish.

1964 Tahiti Race — Set the record which still stands today: 17 days, 7

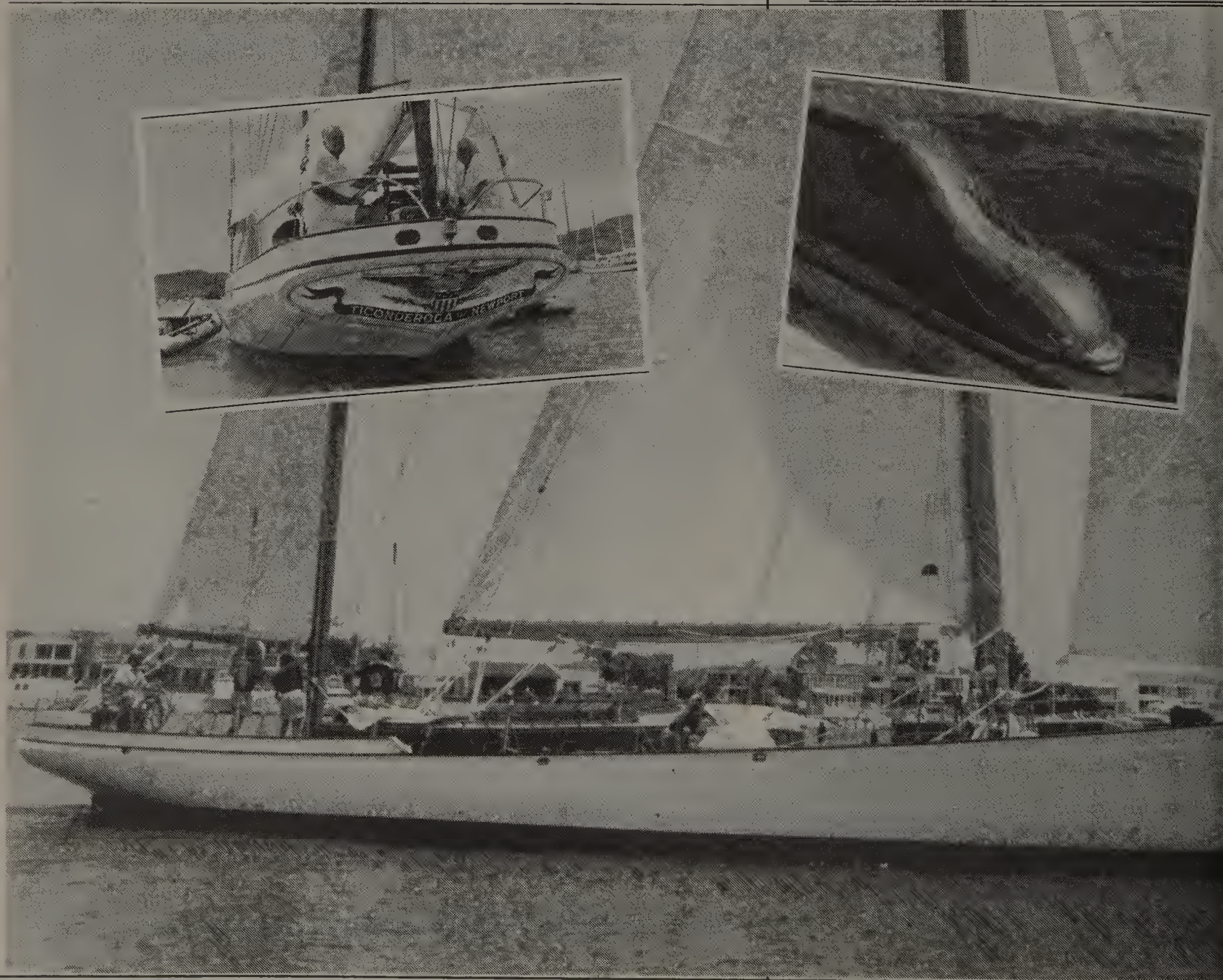
continued next sightings page

neither fish

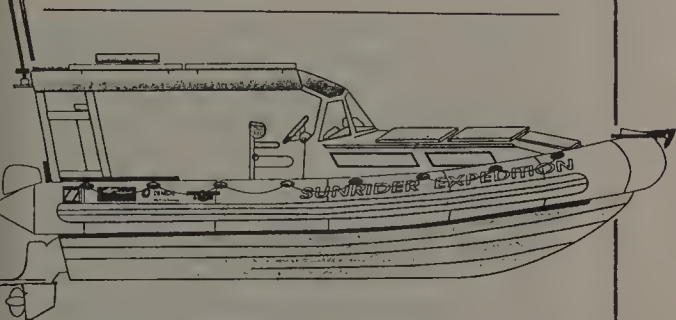
You wouldn't believe how much . . . stuff . . . we get from the 'other side' of boating. Press releases, media briefings and launch party invitations detailing all manner of new and splang-de-dang motorboats cross our desks all the time — and go right into the circular file. This is a sailing magazine, fer chrissake. We gotta draw the line somewhere.

As with everything else, though, exceptions to the rule pop up every now and then. And Bryan Peterson's *Sunrider Expedition* is definitely one of them. Bryan plans to visit 200 cities in 80 countries during a 2½-year circumnavigation aboard a customized, diesel-powered 24-ft Zodiac Hurricane.

The why and the how are the reasons he's appearing here. Although sails won't be called into play anywhere during the voyage, neither will smelly old diesel fuel — at least the kind most of us are used to gagging on



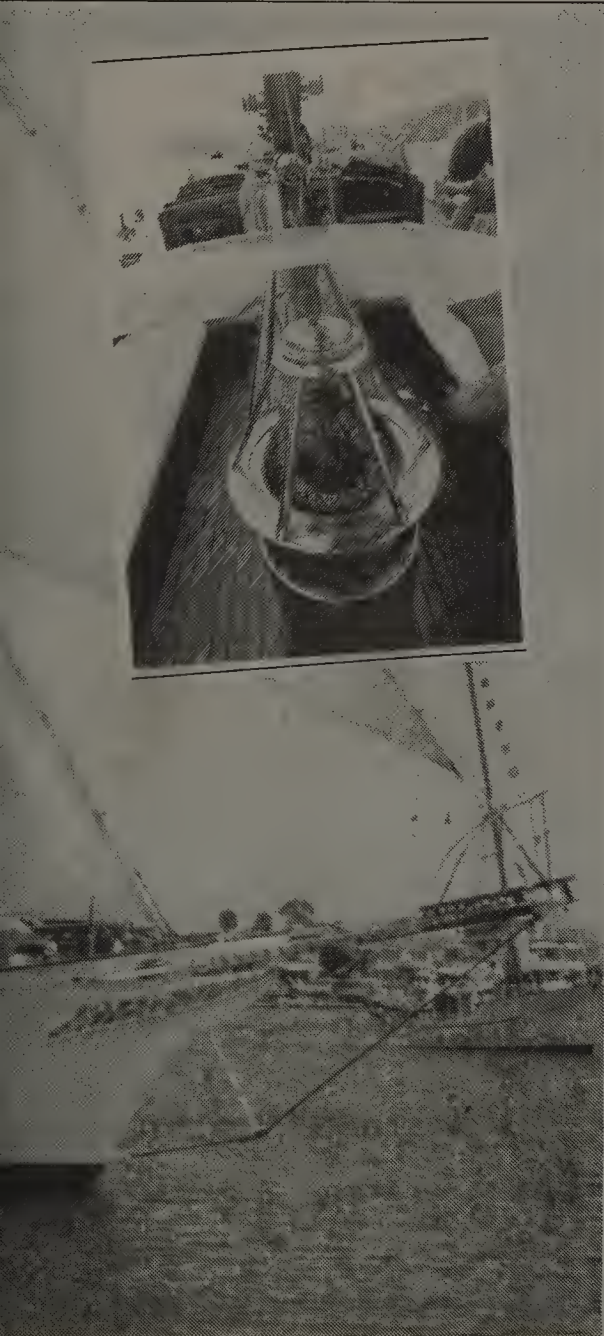
nor fowl



'Sunrider', the vegetarian runabout.

when stuck behind a city bus. The fuel that will run the two diesels aboard *Sunrider* (a 180-hp Mer-cruiser main engine and 27-hp Yanmar 'backup') is derived from — soybeans. According to Peterson, the original diesels ran on just such a fuel, called 'soy diesel' or 'soyfuel', until World War II, when they started burning fossil fuels.

continued middle of next sightings page



MICHAEL GOOD

ticonderoga — cont'd

hours, 57 minutes.

1965 TransPac — Broke *Morningstar*'s time for a new TransPac record of 9 days, 13 hours, 51 minutes.

1966 Acapulco Race — Came in second to *Kialoa II*.

1966 Trans-Atlantic Race (Bermuda to Denmark) — First to finish in 15 days, 23 hours, an average of 9.1 knots for the 3,500-mile race.

And the list goes on. Not half bad for a then 30-year-old boat, eh?

In 1967, then owner Bob Johnson sold *Ticonderoga* and took delivery of a new boat by the name of *Windward Passage*. *Ticonderoga*, under her next owner, began a new life as a charter boat in the Caribbean.

Now turn the clock ahead 20 years to 1987, when charterer Bob Voit was so taken with *Ticonderoga* during a charter that he bought her. He took the boat to England where she underwent a complete restoration to her original glory. He then cruised the boat around the Med and even into the former Soviet Union. In 1989, Bob Dickson and many of the old crew got phone calls. Voit had the boat in Antigua and needed a crew to do Race Week. Would they be interested in plane tickets? They would. The reunion/race was so successful, Voit flew the same group of guys over to St. Tropez the next year to do the Nioulargue Race — in which *Ticonderoga*, now 54 years old, placed second. Then it was back to Antigua in '91 for another Race Week.

Ticonderoga now lies in front of Voit's brother's house in Newport, with little more scheduled in the next few months than some fun trips to Catalina and the other Channel Islands. Come September, there's a chance she may come up San Francisco way for the Big Boat Series. (Consider the welcome mat out, Mr. Voit). Next summer, there's an outside chance that *Big Ti* may take part in yet another TransPac. That would certainly be a memorable event, seeing as how another old warhorse named *Windward Passage* has undergone a refurbishment of her own in preparation for just that race.

— *fran bioletti and latitude 38*

el niño — the bambino returns

What do El Niños and recessions have in common? They can't be prevented from coming around every three to seven years, they both cause a lot of grumbling and groaning, and the experts never seem to concede they're happening until we're right in the middle of one.

Although references to Niño-like conditions date back to 1795, it wasn't until Peruvian fishermen blamed the *corriente del Niño* ("current of the Christ Child") for ruining the local fishing around Christmastime, 1892, that the phenomenon got a name. Interestingly, 'current' has nothing to do with an El Niño. The condition is really caused by higher than normal temperatures (usually about 3 degrees) along the Equator that result in changes in weather and temperature conditions hundreds and even thousands of miles away. (Though the temptation in recent years has been to tie the event to global warming, according to the National Weather Service, there's no correlation there at all. El Niños are completely normal oceanographic events.)

Modern times have seen 12 El Niños since 1950. All begin in our winter, last about 18 months and are over by the fall of the following year. Some, like in '82-'83, are severe, causing widespread damage and destruction from heavy surf and rains. Even 'moderate' Niños, like the one we're currently in are a mixed meteorological blessing. So far, the '91-'92 El Niño has been responsible for the end of the drought in Northern California, flooding in Southern California and Texas, the catching of barracuda and marlin — unheard of in 'normal' years — off San Francisco, the warmest U.S. winter in 97 years, a drought in Southern Africa and ferocious blizzards in Greece. And the 'best' may yet be ahead: scientists warn that many of the most peculiar occurrences of El Niños take place in late spring and summer.

Also like a recession, the ripple effect of an El Niño can spawn some pretty weird statistics. They've been blamed for everything from health and personality changes in household pets to a snakebite epidemic in Montana and an increase in back injuries among surfers. The snakebite thing (in the summer of '83) was traced to hot weather causing insect-hungry field mice to head for Montana towns. The rattlesnakes followed the mice, and the rest you can

continued next sightings page

el niño — cont'd

deduce for yourself. The surfer injuries were caused by bigger, gnarlier Niño-caused waves. No one quite knows why dogs and cats don't seem to do as well in Niño years.

Which brings us to the final quality El Niños share with recessions: They're great for blaming things on.

wet socks in berkeley

It's the low point on the Cal Sailing Club's social calendar. Once every spring, on a Saturday or Sunday morning with a minus tide, the entire active membership of CSC stages a gourmet pot luck breakfast — black-tie-optional

continued next sightings page

fish nor fowl

Quite a bit of pre-expedition publicity for the July 4 departure from Pier 39 is circulating, so you'll doubtless hear more about this as that date approaches. And there are tie-ins upon tie-ins — to classrooms across the country, to coaxing the diesel industry back to its vegetarian roots, a satellite linked kiosk at Pier 39 that maintains constant contact with *Sunrider*, dockside presentations, solar power (used onboard to power radios and other electronics) demonstrations, environmental programs, boat shows,

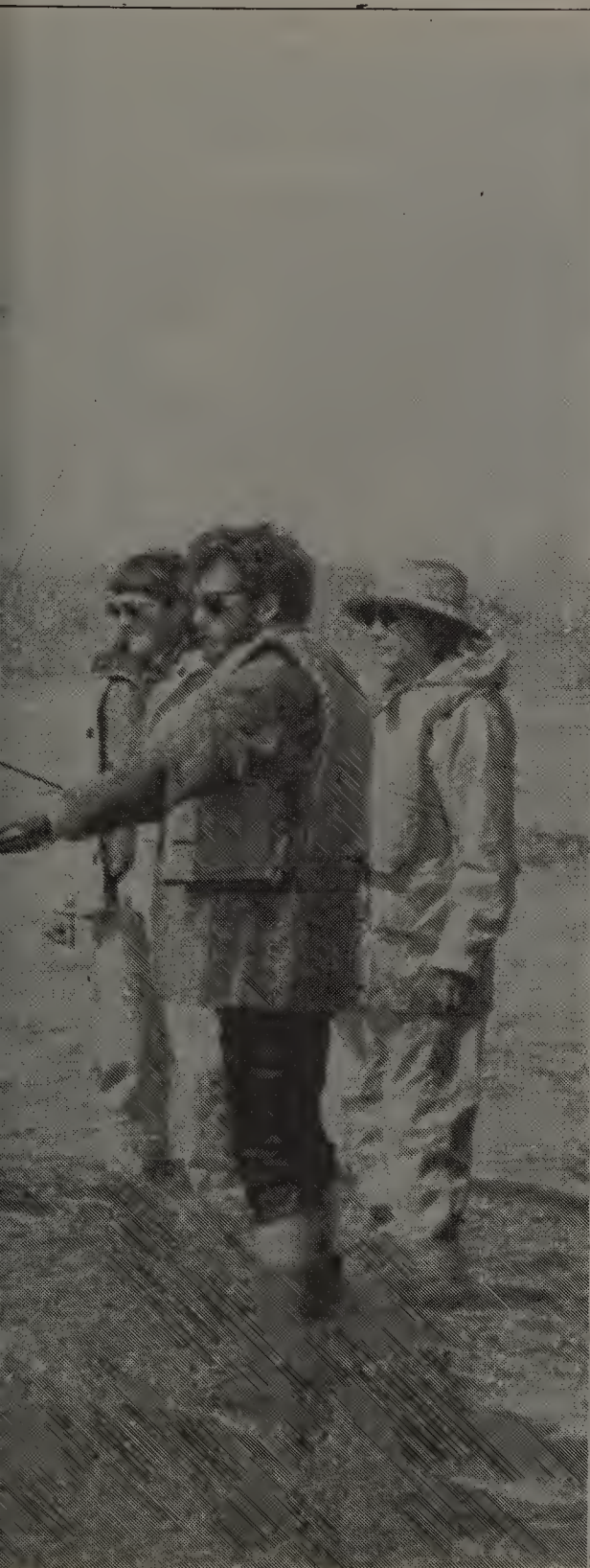


— cont'd

and much more. At this writing, more than 60 sponsors from 12 countries have contributed goods and services. Organizers seem to have left no stone unturned in exploiting this project.

And what's wrong with that? With the 'clean, green' message *Sunrider* and its crew will be espousing on the way, we hope they find ways to exploit it tenfold more. The World could use more projects like *Sunrider*.

But couldn't we put sails on just a few of them . . . ?



PAUL KAMEN

wet socks — cont'd

— on Ashby Shoal, a barely visible sand bar located about a half mile offshore between the Berkeley and Emeryville Marinas.

This year's event was distinguished by a record attendance — 96 members and guests made it out to the shoal using every club boat that could float. The centerpiece was this 26-ft Pearson Commander, carefully anchored over the highest spot on the shoal hours before. At one point, a Coast Guard boat motored up and, seeing that all was well, asked, "Excuse us — do you have any Grey Poupon?" Still, it was hard to top last year's annual breakfast for perversity, when two CSC members got married on the shoal.

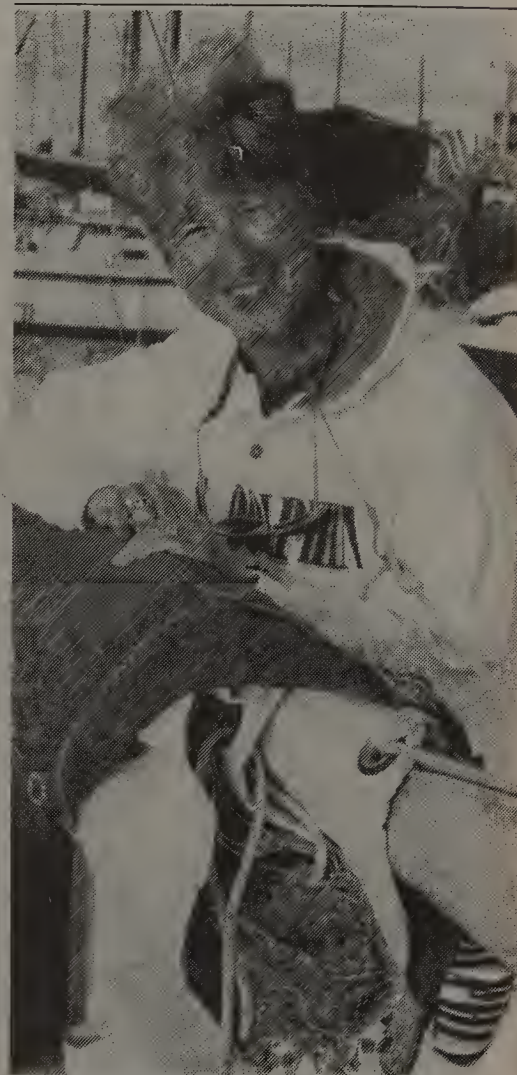
This year's event was also distinguished by the fact that the guest of honor — the shoal itself — failed to show up. With the tide at only -0.5, about 10 inches of water covered the main picnic area. Since the freeboard of the average sea boot is about 9 inches, there were a lot of wet socks in Berkeley that day.

— paul kamen

empty nest

Some people have to postpone their sailing dreams until "the kids are out of the nest," but Richmond YC's Mary Coffey has taken the concept to new heights: She's had to postpone summer sailing aboard her Cal 20 *Sweet Breeze* because a robin was busy raising a family in the rolled-up mainsail! When the "kids" finally flew the coop in early June, she finally got to start sailing.

— rita gardner



RITA GARDNER

Mary Coffey and her brood.

head trip

A few years ago, Rick Mortimer spent a lot of time cursing the situation aboard his liveaboard 40-ft Pacemaker in Peninsula Marina. Specifically, the situation that his holding tanks never filled up on a Saturday or Sunday, when he could deal with it, but always on a Monday morning, just before he had to leave for work, or at night when the pumpout dock was closed.

"I kept thinking, 'Wouldn't it be great if there was someone who'd come right to the slip and do this for me?' I'd have been happy to pay for a service like that." In 1989, Rick finally took his own advice, quitting his meat wholesaling business and starting MT Head, a mobile marine pumpout service that now services 240 boats a month in the Bay Area.

What convinced him to take the plunge was a survey of his own marina, which revealed overwhelming support for the idea. But when it actually came to putting up the dough, it was another story, and the only boats he pumped his first month of business were his and his neighbor's. Three years later, not a single one of those original 'supporters' has signed up. Luckily, the neighbor, Curt Carlson, though the idea was a good one too, and became Rick's business partner. Luckily also, says Rick, "My wife was working."

MT Head's big break came in Sausalito, where the City hired him to service the anchor-outs. Slowly, word of mouth and contacts with harbor masters

continued next sightings page

head trip — cont'd

around the Bay have built the business to such a point that it's spawned some local competition — as well as a fledgling MT Head branch in San Diego Harbor.

Rick and his sidekick Zack — a mutt for which he traded a bag of shrimp 11 years ago — do certain sections of the Bay on certain days. And in that sense, clients of MT head sign up as they would for garbage collection. Plans run from \$13/month for monthly pumpouts to \$39/month for weekly pumpouts. All pumped material is disposed of at dockside pumpout facilities — to the tune of 3 tons a day, or about 12 tons in his average work week.

Although Rick's tongue-in-cheek motto is "I'm the one who puts up with all this shit," he finds satisfaction in knowing the benefits of the service go beyond supporting him and his family.

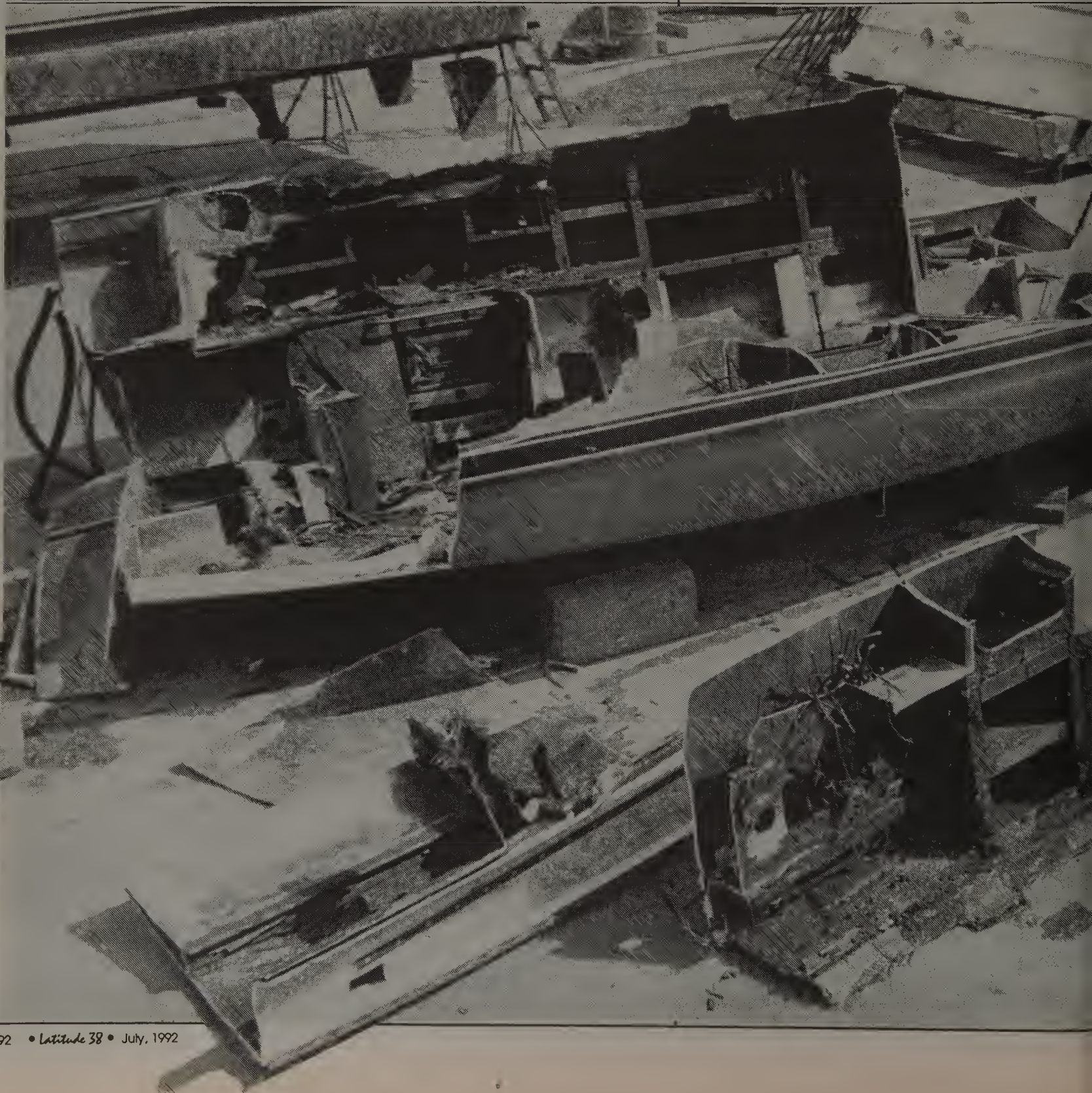
continued next sightings page

they shoot horses,

Ever wonder what becomes of a boat that can't be repaired? Well wonder no more, because you're looking at it. The day after this photo was taken, all that remained of the Catalina 38 *Southern Star* was a dumpster-full of rubble.

As reported last month, the Sausalito-based charter boat had an alcohol fire aboard, which started at the stove and quickly spread throughout the interior of the vessel.

Fortunately, the two people aboard at the time weren't hurt, and the fire department



don't they?

put the fire out with relative dispatch. However, though outwardly she looked sound, closer inspection revealed that the heat had dealt *Southern Star* a mortal blow — the fire had gotten into her hull and caused delamination damage. That, combined with a totally destroyed interior, spelled the end. After the engine, keel and a few odds and ends were salvaged, the cutting began.

Two days later it was over.
End of story.



LATITUDE/JR

head trip — cont'd

"I've had divers tell me that they can see the bottoms of the boats better in some marinas. I've had people tell me they could see the bottoms of their marinas for the first time. At a recent party in Peninsula Marina, people were



LATITUDE/JR

Rick Mortimer and Zack on their rounds.

telling me about the stingrays they can now see swimming in the harbor. I was also told by the harbormaster at Pete's Harbor that he saw the fresh water spring that feeds into the marina. They'd always known it was there, but had never before been able to see it.

"It'll never be like Hawaii, and I'm sure the water clearing is not 100% due to MT Head, but it's nice thinking our 2 cents may be helping."

MT Head may be reached by calling (415) 365-8560.

heard any good sea stories lately?

If you have, John Grissim of Point Reyes Station wants to hear about them. A longtime writer of books and magazine articles, Grissim is starting his own quarterly newsletter about marine phenomena called *Marine Watch*.

"Marine Watch will in some respects cover similar ground as the Mariners Weather Log (published since 1957 by NOAA and a fine quarterly)," he says. "The audience of my newsletter will target not only professional mariners (merchant marine and government) but also commercial fishermen, skippers of cruising yachts and power boats, surfers, divers, underwater archaeologists, academicians, marine adventurers, treasure hunters and armchair sailors."

The newsletter, which will be available in hard copy or by fax or modem, will report observations of not only weather but alleged sea monsters, interesting behavior of marine animals, odd vessel mishaps and other strange goings on off the coasts of the world. Some of the leads he's now following are tales of large bees in the Java Sea, unidentified marine creatures in British Columbia, waterspouts, bioluminescence and a sighting of 17 manta rays off a sailor's bow.

Grissim, a lifelong surfer, water adventurer and frequent contributor to publications like *Rolling Stone* and *Sports Illustrated*, adds that there's plenty to report locally as well. Tidal activity at the Golden Gate and in Raccoon Straits produces some pretty bizarre phenomena, including what he calls a 'faletti', where ebb and flood tides meet and create sloshing standing water that can tear a boat up in some cases. "The commercial fishing boats avoid them like the plague," he says.

Although others have argued that such a journal should take a strong ecological/environmental/conservation posture, Grissim believes such a course would be a mistake. "There are numerous periodicals, organizations and forums that address these issues," he says, "but hardly any periodical that

continued next sightings page

sea stories — cont'd

provides its readers with unalloyed accounts of the deeper, purer experience of the sea, accounts made all the more vivid and compelling because of the absence of an environmental/political agenda."

So if you've got one or several of those unalloyed accounts, this is your chance to get them off your chest. Grissim can be contacted by almost every communications form known to man, including: Phone & Fax — (415) 663- 1530; Address — P.O. Box 810, Point Reyes Station, CA 94956; email — [The Well](mailto:TheWell@well.sf.ca.us), use the ID griss@well.sf.ca.us.

— shimon van collie



LATITUDE/ROB

it's big, it's yellow, it's back

We're talking about the infamous Yellow Bluff buoy, otherwise known as the Houdini of racing marks, which returned to its position off the headland of the same name early last month. The deepest moored and — because of its proclivity to go AWOL

so often — most expensive off all racing marks in the Bay, Yellow Bluff could well be the most notorious mark on the West Coast.

Since Bob Thalman took over the YRA Buoy Chairmanship in 1985, Yellow Bluff has disappeared no fewer than four times. "If you sent a diver down, you could recover tons of chain and train parts," he says, referring to all the chain and sets of train wheels used to anchoring marks.

Part of the problem has been the depth. As it's no longer set on the shallow shelf (to placate fishermen who like to drift over the shelf), the dynamics of setting a private buoy in 150 feet of water come into play. Among methods that have been tried: hausers, which chafe or can be cut; small chain which snaps if the bouy's hit; heavy chain which all but sinks the buoy — you get the picture. The last, low-lying ball (which was set in April and only lasted about six weeks) is believed to have been deliberately sunk.

What you're looking at here is state of the art as far as racing buoys go. Built on a standard 58-inch ball, its first-time features include high visibility day or night (although not lighted, scotchbrite strips make it easily illuminated with a flashlight after dark), and a nifty re-bar 'roll bar' to shrug off flailing sheets. Also, the triple train wheels and 1 1/8-inch chain so far seem to offer the optimum combination of good holding power and high freeboard.

With its new look, Bob notes that Yellow Bluff, like most YRA buoys, is open to sponsorship. For a 'negotiable' fee, an individual or business would be allowed to place advertising on the mark. Blackaller Buoy, for example, is supported by the Blackaller Foundation. For more information on this, call Bob at 673-1236 (days).

Ali in aii, "We've done the best we can and really tried to be good citizens on this one," says Bob, referring to all the improvements. As to whether Yellow Bluff decides to reward that effort by staying put, only time will tell.

black fridays

In the stuff of which nightmares are made, five members of two Petaluma families died Friday, June 12, when their motorboat got swamped in San Pablo Bay near the entrance to the Petaluma River. The search was called off

continued next sightings page

stamp of approval

For as many years as we can remember, the Finnish-built Swan sailboats have been synonymous with class — the 'Cadillacs' of production boats, if you will. When teamed with Rolex, the 'Coup de Ville' of watches, you gotta know that the Rolex Swan Regatta veritably gush class from every pore. Even their glossy, four-color press kits make most others look sick (and probably cost more per-unit to print than the magazine you hold in your hands).

So we weren't all that surprised to learn that the Swan Regatta has been commemorated on a postage stamp. Created by the Guernsey Post Office in the Channel Islands

local boardhead

Windsurfing is a sport that few can resist trying. Yet as anyone who has tried it will tell you, fulfillment does not always follow desire. Having been a sailboat racer for most of my life, I figured learning to get my friend's Windsurfer up and going one summer afternoon in 1978 would be simple. You just align the board and sail at 90-degree angles,





off the English coast, the stamp celebrates its first year of issue on July 2. Now what about that Elvis stamp, U.S. Post Office?

makes good

pull up the sail, sheet it in and . . . SPLASH! Let's try that again . . . sail up, pull the mast forward, sheet in and . . . SPLASH! Welcome to windsurfing.

That's how former *Latitude* editor, current freelance journalist and frequent

continued middle of next sightings page

black fridays — cont'd

Saturday for a sixth person. Incredibly, two other people lived despite spending all night in the chilly waters of the Bay.

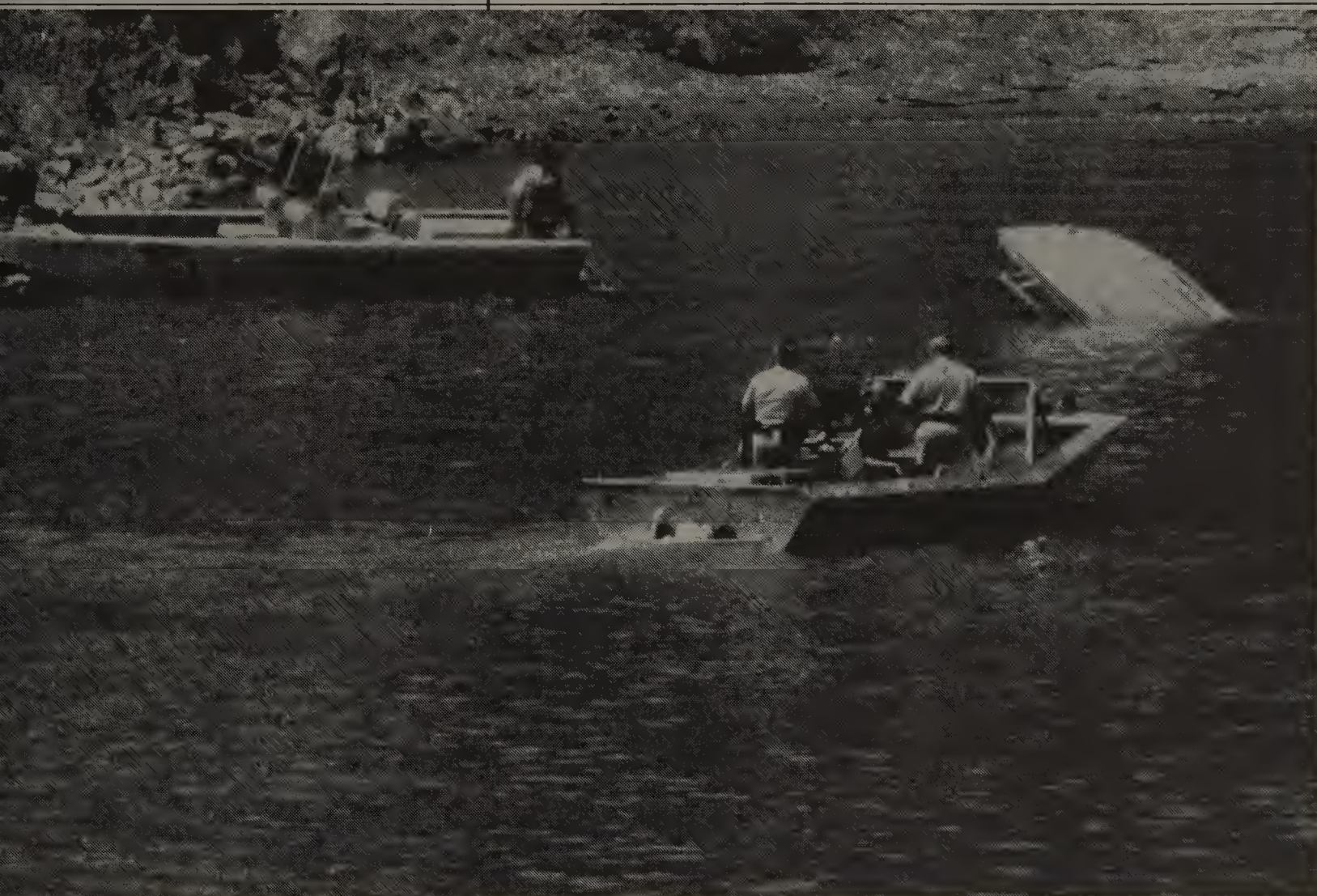
Dead are John Paul McHugh, 7, Stephen McHugh, 3, Michael McHugh, 1½, Andrew Sherwood, 8, and Sherwood's stepfather (and the boat's owner), Gordon Decateu, 29. Missing and presumed drowned is Paul McHugh, 27, father of the three McHugh children. The Decateu family dog also perished in the accident. Surviving this terrible accident were the only females aboard the 14-ft All Sport runabout, Jeanette McHugh, 23, who clung to a channel buoy at the mouth of the Petaluma River all night; and Stephanie Sherwood (stepdaughter of Gordon Decateu), 9, who was found floating Saturday morning in her lifejacket near the San Rafael Bridge, about 10 miles from the accident site.

The ill-fated voyage apparently began around noon Friday when Decateu and his kids and dog motored north from San Rafael to Port Sonoma Marina to pick up the McHughs. According to Jeanette, the group then headed back toward the Bay against a stiffening breeze and building chop. About 6 p.m., the boat lost power near the mouth of the Petaluma River and was swamped, spilling everyone into the water. All except Gordon Decateu and Paul McHugh were reportedly wearing lifejackets.

Officials were alerted by Gordon Decateu's wife Jo Anne, who called the Coast Guard about 10:30 p.m. to report her family overdue. A massive search, which in addition to the Coast Guard included the U.S. Army and Navy, the Marin, Sonoma and Contra Costa Sheriffs Departments and police agencies from Petaluma and Richmond, began immediately, though no trace of the boat or people were found until early morning.

The accompanying photo is *not* of the incident just detailed, but seemed appropriate to run in conjunction with it. It also involved a fatality, that of

continued next sightings page



RICHARD GILMORE/THE SACRAMENTO BEE

black fridays — cont'd

owner Ronald Rose, 40. After working on his boat all day on May 28, Rose was apparently "testing" the 20-ft runabout — at about 3 a.m. — when he hit the wing dam on the Sacramento just upriver of the Viet Nam Memorial Bridge (I-5) going full speed. (Wing dams are small rock jetties that direct the waters' flow toward the center of the river to prevent erosion.) The boat flipped over rocks (at left) and came to rest on the upriver side. Rose's body was discovered later by a swimmer.

The foregoing stories are not put-downs of motorboats or their operators, nor do we feel the need for any excessive moralizing. These incidents both carry powerful enough messages as it is. And while we'd like to think that, as a group, sailors use more common sense than some other types of boaters (among 'rules' broken in the above instances: overloading, excessive speed in low visibility [at night], lack of sufficient safety equipment, and most of all: lack of common sense), everybody makes poor judgment calls from time to time. These are extreme examples of the consequences.

It doesn't always happen to other people, folks. And not everyone, who makes a bad call gets another chance. Please, no matter what type of boat you have, be careful out there.

adaptation and survival in santa cruz

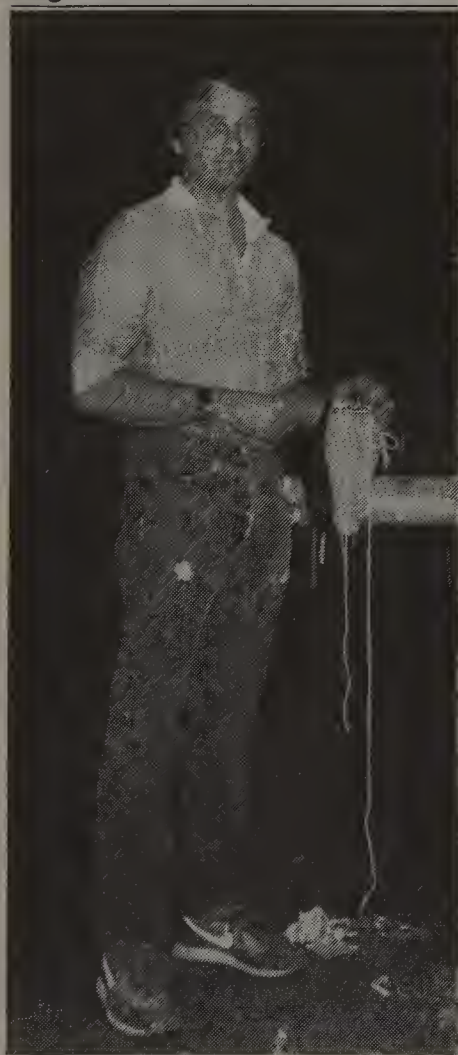
Given that necessity is the mother of all invention and the Santa Cruz boatbuilding recession has been a real mother over the past five years, it's good to hear that in addition to Bill Lee, other veterans of the scene are

adapting and surviving quite well. Specifically, Ballenger Spars is now celebrating its 20th year in business, and Moore Sailboats, although it's scheduled to move off "the Reef" soon, has found life both in and out of sailing.

Buzz Ballenger traces his company's roots back to a Quonset hut in Northbrook, Illinois, where he built small racing dinghies, including Flying Juniors, Flying Dutchmans, Albacores and 505s. He also made rudders and centerboards for the Harken Brothers, a job that got him through the cold Midwest winters. After a couple of years, he fell in with a fellow who was making masts and eventually Buzz took over that part of the business as well. His first commercial account was making E scow masts for another Midwesterner, Buddy Melges.

During the late 1970s, Buzz began sending more and more 505s and spars out to California. Having tired of winter blizzards and other meteorological drawbacks of Illinois, he decided to relocate to Santa Cruz. Once there, he found himself in the middle the Santa Cruz ultralight boatbuilding boom. For a while, Ballenger was building both dinghies and spars, although the latter were in much greater demand. George Olson needed them for the Olson 30s, Bill Lee wanted them for his Santa Cruz 50s. In

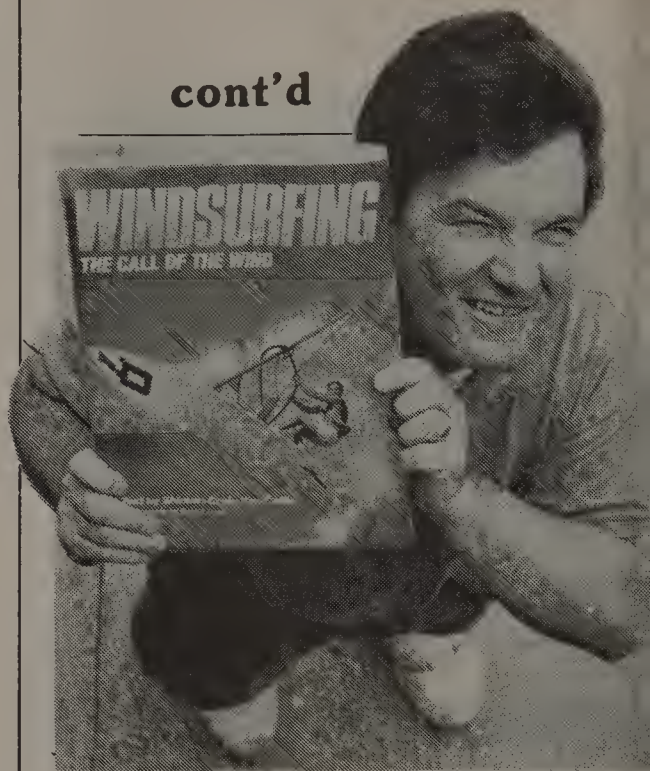
fact, the first 50 mast that Buzz built is still going strong on Oaxaca. Buzz's spars also began sprouting on Santa Cruz 27s, Tiffany Janes, Moore 30s and Moore 24s.



Buzz Ballenger.

SHIMON VAN COLLIE

cont'd



Shimon Van Collie.

Latitude contributor Shimon Van Collie describes his introduction to boardsailing. He eventually got proficient enough to become the first (and so far only) person to boardsail to the Farallones and back. Now with the publication of his first book, he's added 'author' to his list of accomplishments.

the magic

My girlfriend Ray and I have had the good fortune over the last few years to cruise or race in and about such tropical places as The Bahamas, South Florida, Jamaica, the Virgin Islands, Panama, Hawaii and Costa Rica, and we've just returned home from the Grenadines. Among the things all these places have in common, besides sunshine and natural beauty, are biting insects. On Kauai, for example, the mosquito is second only to the helicopter as the state bird, and in the Caribbean, it is common knowledge that the no-see-ums can be as thick as San Francisco fog.

In our quest for relief, we searched out the best insect repellents available. Unfortunately, most of these contain so many chemicals and smell so awful that it's sometimes a 50-50 proposition whether it's worse to use the stuff, or just suffer the bites. Recently, however, we found a product that is so successful and has such a wide following that it sells by word of mouth only: Avon Skin-So-Soft. When we recently had dinner with Glen and Lynn Sorenson, who have spent the last four years sailing back and forth between South American and Bermuda, before I could even get out the question, "What do you use for bugs?", Lynn said, "Skin-So-Soft."

continued next sightings page

— boardhead

Windsurfing — The Call of the Wind (Mallard Press, New York, \$19.98) should be on the shelves by the time you read this. For anyone who's ever been intrigued, fascinated or hooked by this fast-moving sport, it's destined to be a must-have book.

With a tone faintly reminiscent of Kimball Livingston's *Sailing the Bay* — still our favorite book about the Bay — and the humor and readability of, well, *Latitude*, Van Collie takes the reader through the hit and miss development of Hoyle Schweitzer's original Windsurfer, on up through looks at some of the top guns of the sport, with frequent forays into the fun of the board-sailing life. One such is the chapter titled "You're a Real Boardsailor When . . .", with one of the entries being, "You're a real boardsailor when the equipment on top of your car is worth more than the car itself." Interspersed throughout is the liberal and splashy use of some fabulous action photography by Darrell Jones.

Shimon admits he didn't do the book for the money, because he didn't make much. And he won't make any more no matter how many copies sell. But at \$20, this coffee-table-size book is much more than just another coffee-table book. It's a kick. Go get one.

elixir

Avon is the largest cosmetic company in the world and Skin-So-Soft, a bath oil, is their top selling product. "A bath oil?" you say. Yes, but such magazines as *Field and Stream*, *Backpacker* and *Outdoor Life* recommend it. It's also recommended by organizations such as the California Academy of Science, Florida Fish and Game, and . . . the American Animal Hospital Association? True, an article in their monthly journal now has us using Skin-So-Soft in talc form as a flea powder for our cat.

In addition to insect repellent and, of course, keeping skin soft, SSS has also proven to be versatile in other areas: Vinyl cleaner/conditioner, and an excellent vehicle for removal of ink, tape residue, glue and polysulphide caulking from skin and boat-shoes.

Perhaps the most interesting aspect of all this is that no one, including university researchers, knows why or how it works (although some scientists theorize that mosquitos don't like to get the hair on their feet all clogged up with oil). Avon is aware of these claims, but makes no recommendations on such 'extracurricular' uses of the product.

At the risk of sounding self-serving, in the

continued middle of next sightings page

santa cruz — cont'd

About 1984, Ballenger decided to get into sparmaking full time and out of boatbuilding altogether — all those resins and other chemicals weren't very healthy anyway. At their peak in the mid-'80s, Ballenger Spars was turning out

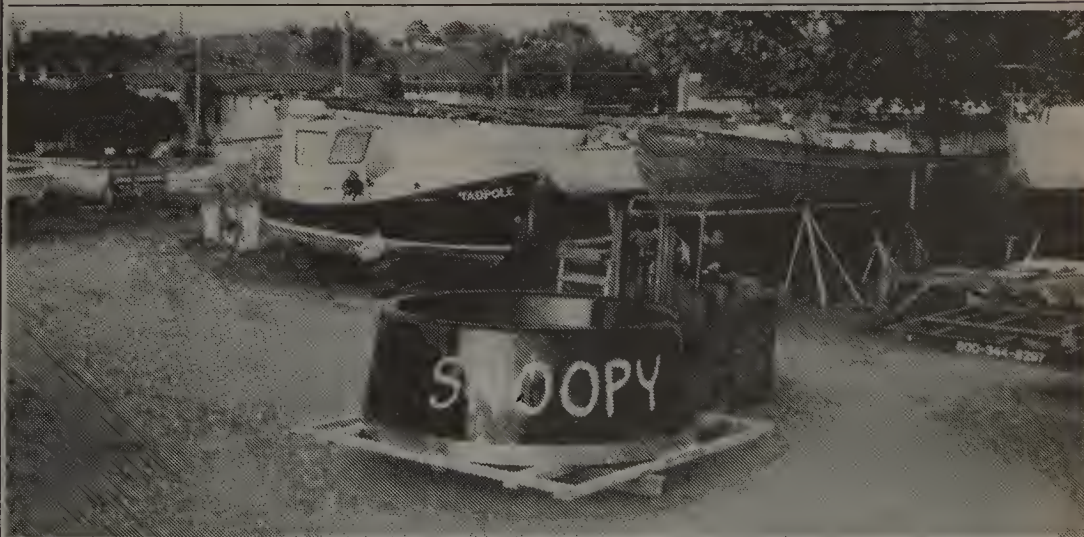


Martha and Ron Moore.

20 to 25 masts a month — just for the local market! But in 1987, Olson and Express went out of business and Buzz's income dropped by 60%. "It was a shock," he says, "but we had seen some of it coming. We tried to diversify and increase our custom work." In 1990, they downsized to a smaller shop to cut back on overhead.

The second best advice he can give (the first is "choose another profession") is that persistence pays off. Many people who get into the boating business do it because they love to go sailing. Buzz is one of those — but he enjoys the work, as well. He also realizes that you can't do what's beyond your reach, a malady that afflicted several other concerns in Santa Cruz. These days he feels pretty bomb-proof, having streamlined operations and focused on custom work for boats like the Santa Cruz 52, Santa Cruz 70, Leif Beiley's B-25 and IMS upgrades like the recent one on *Sweet Okole*. There's also plenty of insurance work to fill in the gaps. In fact, Buzz says he's grossing as much now as he did in the height of the boatbuilding era.

"You start to get a momentum in business after a while," he adds. "We're about the only ones in Northern California doing this kind of work and we ship all over the country."



Moore's Reef goes out in style by hosting the, ahem, superbowl.

Less than a mile away from Ballenger's shop on 17th Avenue, Ron Moore's infamous "Moore's Reef" overlooking Highway One is still operating. The eviction notice has been delivered, however, and after 23 years of building,

continued next sightings page

santa cruz — cont'd

repairing and inventing boats, the 'coneheads' will have to find a new home. "We were expecting it," says Moore, who originally came over the hill from Campbell in the late '60s to surf and build 505 dinghies. "The owner had always been looking for a developer, and I guess he found one who could pay the rent after the development was done."

Moore and his merry band have ridden more than a few business ups and downs. They got on the map when Moore rescued the mold from George Olson's 24-foot *Grendel* and pried it apart to make a beamy Wednesday night racer called *Summertime*. Conceived as a one-off, the sexy, planing hot rod became the immensely popular and enduring Moore 24 — and The Reef became a magnet for other boat projects. Some were viable, others disastrous. The most glaring example of the latter was the Moore 30, executed in the late 1980s. Weighing only 2,000 pounds and equipped with hiking racks for extra stability, the wing-decked 30-footer was so radical that sailing organizations refused to grant it a rating.

Moore took a major hit from the Moore 30. Ron had to take a serious look at how to parlay his expertise in composite materials into income producing projects. Limiting himself to sailboats wasn't the answer. He began fabricating fiberglass streamliners that sit atop 18-wheeler cabs. He got a contract to make highly insulated, fire retardant automatic geophysical observatories (called agos) for Lockheed, which record atmospheric and meteorological data (like ozone layer depletion) on the Arctic plateau. He restored sports cars. He landed contracts for water fountains and exotic sculptures which are light and durable. Most recently, he crafted a red, 10-foot diameter Snoopy food bowl out of vinylester resin and LPU for Minnesota's new Mall of America. "I'm taking advantage of knowledge I've had for a long time that's valuable in other fields," says Ron.

He hasn't given up on sailboats, either. Currently in the works is a new 20-footer that's towable behind a small car, easily launched and suited for a crew of three. Designed originally by British Columbia's Doug Hemphill, the boat is being modified by Ron and will feature an asymmetrical kite and a telescoping pole extending from the bow. Look for the first Ultimate 20 to hit the water for the July 11 Trans-Tahoe race. The price tag will be somewhere around \$15,000. "It's going to have both performance and quality," Ron adds, "and I think we can sell a shitload of them."

Although the future location of Moore Sailboats isn't certain, Ron thinks they'll relocate south in the industrial section of Watsonville. There he can give up much of the custodial work that went along with being the Reeford and concentrate on his boat and commercial projects, as well as doing repairs. The latter makes up as much as 25% of the shop's business. In their new digs they hope to tap into the boating community as well as the Salinas/Monterey RV clientele. "Somebody's always banging up the top of their Winnebago," says Ron.

Although he'll be sad to leave the reef — departure day is November 1 — Ron's looking forward to the next chapter in his career. "The last couple of years have been real positive," he says. We wish him more of the same in the upcoming ones.

—shimon van collie

15 years in labor and a painful birth

If he had to do it all over again, Vince Maggiora isn't sure that he'd spend 15 years of his life building a 66-foot ferrocement ketch in his backyard. Sure, he's well down the road to fulfilling his longtime dream of having a large cruising sailboat aboard which he and his family can sail around the world. In the process, though, he's spent more money than he anticipated, battled the elements to keep the project on course and almost lost his foot.

The latter requires a little explanation. Maggiora, a news photographer for the *San Francisco Chronicle*, built the boat in his Sausalito backyard on Spring Street up behind Fred's. In preparation for pulling the 62-ton vessel off its cradle and onto a trailer for launching at Anderson's Boat Yard, he had a backhoe remove some trees and planter boxes. The machine accidentally crushed a toe and the side of his foot. The doctors were able to save the foot,

continued next sightings page

elixir

course of researching this article, we became so enthused about the product and its potential use by boaters that we've become Avon distributors. So if you don't have a local Avon distributor and you want to try it out, call us at (415) 383-7809. By the time you read this, it will also be available at the Armchair Sailor bookstore in Sausalito.

— peter gibson

Sometimes you get so immersed in the big picture, you can't see the forest for the trees. We've heard and known about the various merits of Skin-So-Soft for years, and are glad Peter finally reminded us to tell everyone else. The Wanderette adds that Skin-So-Soft even soothes the Itch from any



— cont'd

bites you might get before putting it on. Her special formula: Keep your SSS in a old squeeze bottle with enough water added to make it thin and runny, and be sure to put an extra portion around your ankles where the bug bites always seem to be worse. If you run out while down in the Caribbean, try the nearest pub/restaurant. "All the best places down there have a bottle tucked behind the bar," she advises.

In many parts of the world, repelling mosquitos is worth far more than just avoiding a few itchy welts. As major vectors of such diseases as encephalitis and malaria, the mosquito is responsible for more human deaths than any other animal on earth.

15 years — cont'd

but the healing process has been slow and painful.

Hobbled but undaunted, Maggiora, 47, has kept things moving forward. On May 4, *Ca Du Re*, named after his grandfather's 600-year-old house in Italy, hit the water. By the end of June, the mast was scheduled to be stepped. It will take another two years to outfit the yacht and then, hopefully, Vince, his wife and his 9-year-old daughter can leave their landbound troubles behind. The world, including Mexico, the South Pacific, Japan, Australia and Europe, is on their traveling agenda.

Even though the building process took close to forever, Maggiora will have the advantage of knowing every square inch of his yacht. Adapted from a Joe Hartog design, the ketch was built by hanging wooden frames from a support structure and then grafting on high tensile steel rebar reinforcement and an outer layer of ferrocement. Before the structure was solid, he says the wind and rain used to jumble the rig around at night and scare him something awful.

Finding fittings for such a large vessel was a continuing problem, and Vince

continued next sightings page



LATITUDE/JR

15 years — cont'd

either fabricated pieces himself or drew up the specs and had them done in Taiwan. Among the latter were the boom gallows, turning blocks, boomkin, hinges, portholes and mufflers. "If you're willing to spend the money," he says, "they (the Taiwanese) do beautiful work."

Maggiore mocked up the interior with cardboard before finalizing anything. The finished cabin includes a full galley, master bedroom, forward stateroom, additional bunks, two heads with tiled showers (and one with a jacuzzi), a navigation compartment — and a darkroom! The boat will be suitable for charter if they need to earn some additional money during their travels. "We don't want to have to come back home to work," he says.

So far, Vince is happy with the results of his labor, which now berths at Maddens in Sausalito. He now waits impatiently for his foot to heal so he'll have the mobility to get the rest of the project done.

—shimon van collie

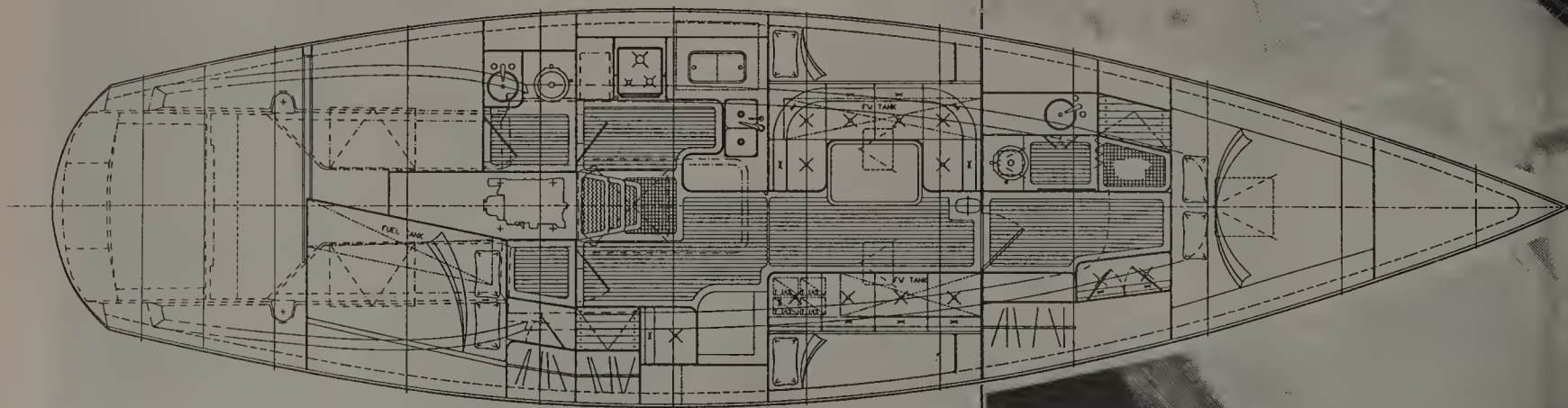
52 pick-up

While the recession and the luxury tax have combined to decimate much of the American boatbuilding industry in the last decade, a converted chicken coup in Soquel continues to turn out some of the most fabulous boats ever to come out of California.

The Midas behind this magic is the irrepressible Bill Lee, whose newest creation, the Santa Cruz 52, will spread the latest 'fast is fun' message in virtually all the popular sailing areas of the country by next summer.

Perhaps the most striking aspect of the 52 — in essence a 'new, improved' Santa Cruz 50 — is that it boldly goes where no Bill Lee design has gone before: cruising. Don't take that the wrong way, though. As the literature predicts, the 52 is giving up nothing in performance to anything in the size range — "This is a very high performance yacht capable of beating the best of the Grand Prix 50-footers upwind and the best ultralights downwind."

What Bill has done is make the 52 more user friendly, both for racers and cruisers. Taller, deeper, heavier and with more form stability than its 50-ft sibling, the 'two-stateroom' version of the 52 (they couldn't quite bring themselves to call it the 'cruising' version) is designed for two couples or a family, but can actually be sailed by a single person. As its name suggests, this model features staterooms fore and aft and two heads. The racing version of the 52, competitive with a crew of only seven, loses both staterooms and one of the heads in favor of sail stowage forward and pipe berths aft. Both models sport the same 'middle', a fairly straightforward arrangement of head, galley, nav station and main salon.



Notably, other than a negligible 150-pound weight savings in the racing version, the boats will remain identical down to their elliptical keels and rudders — and therefore competitive with one another. That's a nice feature.

Six 52s have been sold so far, all 'two-cabin' boats except the first, *Clark Kent*, which should be taking its maiden sail in Lake Michigan about the time this issue hits the streets. *Kent* is owned by the Santa Cruise Group and will

continued next sightings page

bond

In one of the great ironies of the year, the fingerprints were barely dry on the America's Cup when word came over the wire from Down Under that Australian entrepreneur Alan Bond had been sentenced to 2½ years in prison for fraud.

Back in 1983, 'Bondy' was riding at the crest of both his financial empire and the yachting world. The former constituted a \$7.6 billion fortune that the former sign painter built from scratch; the first million made by age 25. As for the latter, it was Alan



bombs

Bond who bankrolled the then-radical winged-keel 12-Meter *Australla II*, which beat Dennis Conner's *Liberty* in the 1983 America's Cup, breaking the yanks' 132-year winning streak for the first time.

The stock market crash of 1987 dealt a crippling blow to Bond's financial empire, but it seems to have been some questionable deals by Bondy himself that dealt the coup d'grace. The fraud charge, for example, came about when Bond failed to inform one

continued middle of next sightings page

52 pickup — cont'd

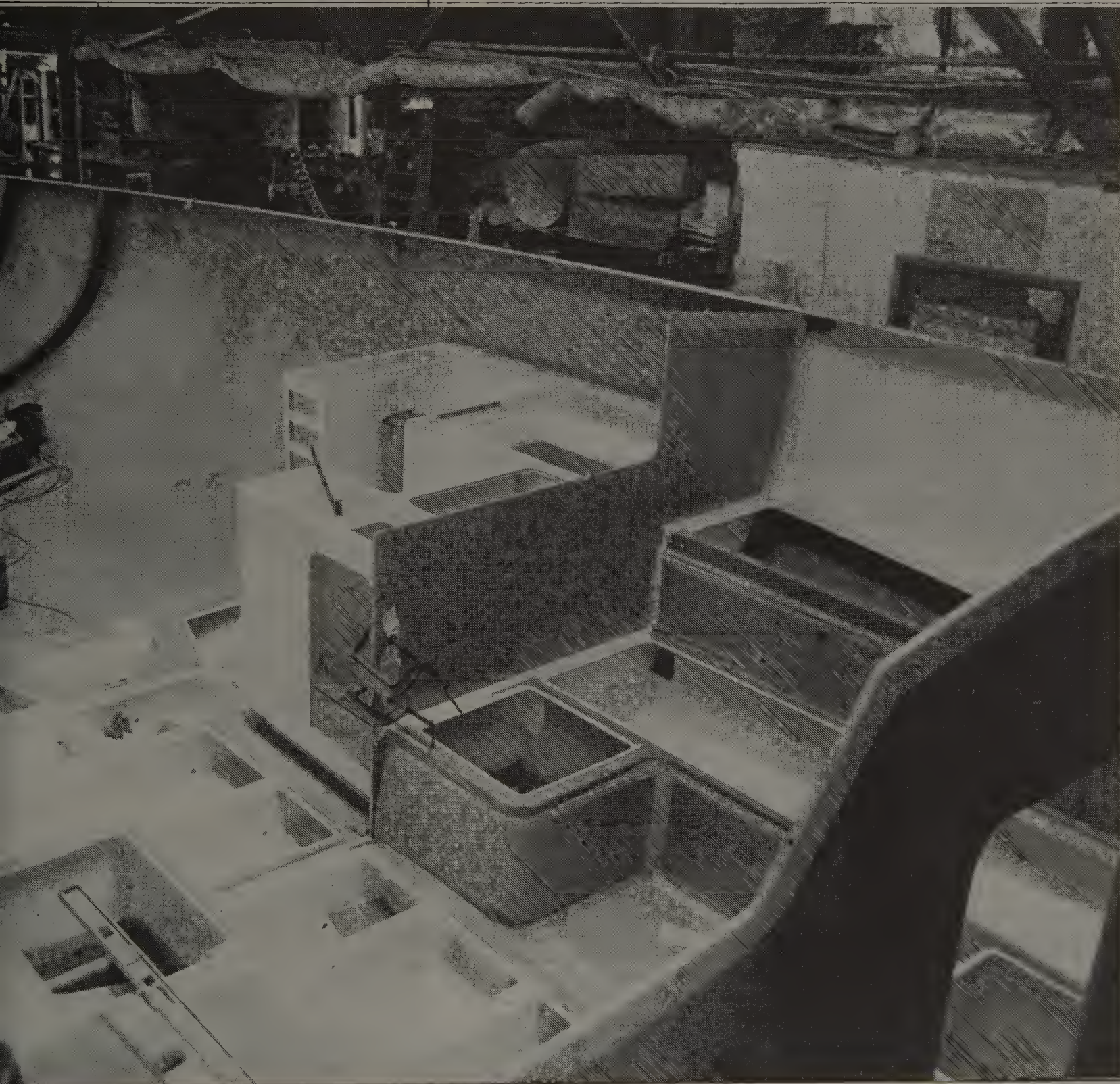
be racing out of Chicago.

Ingrid, hull #2 (that's her in the photo), is about 50% complete at this writing. This Bob White/Robert Mann-owned 52 is scheduled for splashdown in Santa Cruz in late August. Hull #3 is going to Oceanside, #4 to New York, #5 to Newport Beach, and #6 to Florida. See what we mean about well represented?

As you can see from this photo, space is limited in the shop, so only three boats can be worked on at any one time. Now that the tooling is completed, however, factory rep Ray Pingree says they can take a boat from start to finish in about five months.

The line forms in Soquel.

For more information about the Santa Cruz 52, call (408) 475-9627.



JOHN ARNDT

it's not easy being green

Heard a great Lester Stone story recently. Seems Alameda's legendary boatbuilder was one of a few hardy souls who built boats on speculation during the year 1929. This was risky business because '29, you'll recall, marked the start of the Great Depression. (These days we call them 'recessions'.) In any case, Lester built two 30-ft Bird boats side by side. When complete, he painted *Robin* (hull #18) red and *Polly* (hull #19) green after their namesakes' respective plumage. *Robin* sold quickly, but *Polly* sat for several months with nary an inquiry.

One morning, Lester woke up to the realization that the reason the boat wasn't selling was because of its color. He came to work and told the yard workers to slap a coat of white on her hull. The very next day, a buyer walked in. As he was handing over his check to Lester, the purchaser said, "You know, Lester, a boat named *Polly* really ought to be painted green, don't you think? How much would it cost me to have her painted?" The story doesn't indicate Lester's reaction, so we can only imagine what he might have thought or said.

Polly went on to a grand racing career on the Bay. Bill Bodle, who now runs Stone's Boat Yard, says she was among the winningest of the flock. Time wore away at her however, until four years ago when she sat like a skid row bum in a backwater boatyard in Sausalito. That's when R.C. Keefe found her, still wearing a faded green, and got the idea that saving the Bird class was important for Bay Area sailing.

"Bird boats were so important to the development of sailing on the Bay from the 1920s to 1950s," says Keefe, who sailed in the fleet in the late 1940s before going off to serve in Korea. "The guys who made it happen either owned Birds or sailed them."

Keefe bought *Polly* and started a movement to restore the boat. The Master Mariners Benevolent Association formed a tax free foundation and accepted the boat as a donation. Bodle agreed to do the work on the boat, sandwiching the repairs in between the yard's normal schedule.

Had Keefe known that virtually the whole boat from the keel up would have to be replaced, he says he might have chosen a different Bird to resurrect. Bodle says the planks were so bad they could literally push them off the frames. The only salvageable pieces were the lead keel (made from pure printer's lead), the stem, the horn timber and the rudder. The rest of the boat is now brand new, including steam-bent oak frames, full-length air-dried Douglas fir planks, teak rails and combing, fir cockpit and decks, and a few thousand Everdur screws to hold it all together.

The expertise that went into the refurbished *Polly* is also pretty impressive. Among those who helped put her back together were John Linderman Sr. (who worked at Stone's for 40 years), his son Jim, Gary Carter, Peter Pellegrin, Chuck Gorsch and Jack Ehrhorn (who worked at Stone's for 55 years and whose father worked there as well).

All that remains now is putting a few remaining pieces together and getting *Polly* back in the water, which was scheduled to happen within days of this issue hitting the streets. Although the fundraising efforts to pay for the rebuild fell somewhat short, Bodle reports a new owner (who wishes to remain anonymous) has stepped in to pay the remaining bills. He'll take delivery of the classic when she resumes her sailing career.

Oh, and what color will she be? At presstime, that subject was still being seriously debated. There will most likely be some white and some green, just so everybody's happy. Hey, like Kermit says, it's not easy being green.

— shimon van collie

short sightings

OFF BODEGA BAY — The Coast Guard rescued nine people from the 85-ft motoryacht *Christina* on June 8, after receiving a radio call that it had lost power and was taking on water four miles offshore and 14 miles south of the Golden Gate Bridge. Apparently, the power interruption had messed up the navigation instruments, because the Coasties finally located the Long Beach-based boat 30 miles north of Bodega Bay. Anyway, a helicopter rescued four women from the vessel itself, while five men were rescued from a liferaft by the cutter *Point Ledge* out of Station Bodega Bay. When last seen,

continued next sightings page

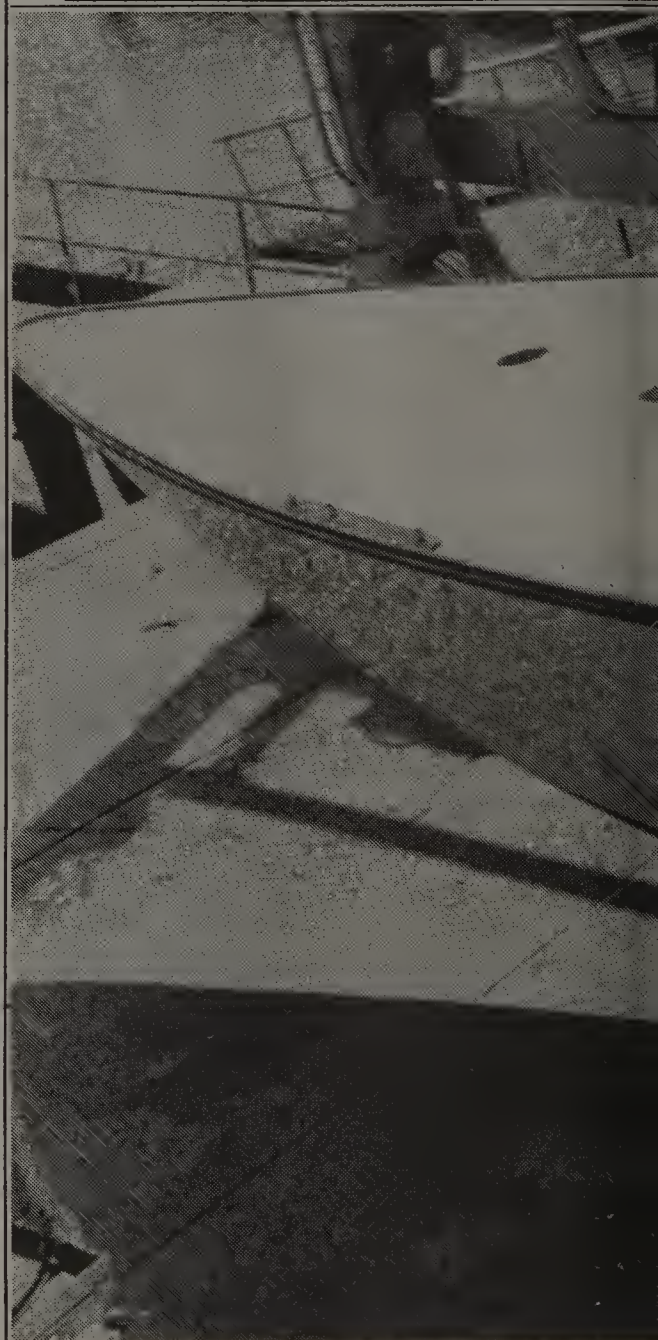
bond

of the investors of a bank bailout that Bond Corp. was charging \$12 million for organizing the \$280 million bailout. It probably didn't help that the bank failed anyway.

In April, just after divorcing his wife of 37

the long arm of

The TV show *America's Most Wanted* nabs another one! In fact, two more convicted felons were nabbed in early June after an airing of the show. Why are we mentioning it here? Because Garrett Stone, 61, and his wife Elizabeth, 58, have been living aboard a sailboat — what appears to be a Columbia 24 with a homemade 'camper shell' over the cockpit — in the San Rafael Canal for the last few years.



— cont'd

years, the 54-year-old Bond declared bankruptcy, listing assets of about \$1 million. Bond Corporation debts are estimated at more than \$6 billion.

... television

As depicted in the March 6 broadcast of the show, the Stones fled Massachusetts in 1983 — the day before Garrett was convicted of abusing two now-grown daughters, and Elizabeth of not doing anything about it. Authorities believe the couple have lived in the Bay Area ever since under the last name of Budge. Garrett reportedly made his living working on boats.

shorts — cont'd

the historical vessel, built of wood in 1944, was awash six miles west of Stewart's Point.

WASHINGTON, DC — The U.S., Mexico and Vanuatu have agreed to ban the setting of tuna nets, a compromise that could lead to an easing of a tuna import ban imposed on two dozen countries because the nets also needlessly kill tens of thousands of dolphins every year. At the time of the ban, about one-sixth of the nation's tuna imports were coming from Mexico, Vanuatu and Venezuela. The ban on the other countries was imposed so they couldn't act as 'middlemen' for illegally — or in this case, imorally — taken tuna.

THE PRESIDIO — Up until now, it was assumed that when the Army vacated the Presidio in 1994, the land would revert to the National Park Service. However, in June, the Ohlone Indian tribe laid claim to the land. The *who?* The Ohlone people, now headquartered in the East Bay, were the original inhabitants of the Bay Area, including the Peninsula on which the Presidio now sits. However, considering the historically shabby treatment native Americans have received at the hands of us forked-tongue yellowlegs, and considering the ill-fated claim attempts by Indians to take over Alcatraz and Anacapa Islands — well, don't hold your breath on this one.



SHIMON VAN COLLIE

THE DELTA

A couple of years ago we based our annual Delta story on interviews with several Bay Area cruisers who make frequent forays up the river. ('Bay Area' in this case meaning anywhere southwest of the Carquinez Bridge.) We thought we did a pretty good job until a real "Delta dawdler" named Jim Verrinder wrote and asked, not without a good dose of sarcasm: "Did it ever occur to you that a sailing type person from the Delta might be a better source of information than someone from Sausalito? Guess not."

Well, we've eaten humble pie before, and we had to admit that he had a good point. Actually he had several, but this year when we tried to track Mr. Verrinder down and get it straight from the Delta dawg's mouth, we couldn't find him. We took his advice anyway and got in touch with some real Deltaphiles to talk about their favorite anchorages, restaurants and other activities in the land of tules, blackberries and catfish.

Before we introduce you to our special guests, though, here are some general (and personal) items about one of Northern California's greatest natural resources, the 1,000 miles of navigable waterways located within the 'tule triangle' formed by Vallejo, Sacramento and Stockton.

According to Hal Schell's Delta map, which is your best guide to resorts and facilities, the Delta region was first "discovered" by the Spanish explorers Pedro Fages and Fray Juan Crespi in 1772. On a cold March day, the pair climbed to the top of Mount Diablo, which dominates the flatlands east of the Oakland hills like a great Egyptian pyramid, and saw a giant inland

overflowed with Sierra winter runoff. Rich in fish and game, the area was also home to some 30,000 Native Americans, which Karl Peterson raced this multihull in the America's Can regatta, but the victory was thrown out after a lengthy court battle.



Want to go somewhere warm, peaceful, friendly — and close? Do yourself a favor and head up Delta way this year.

White men treaded lightly in the region for the next several decades. The discovery of gold, however, opened the floodgates with hordes of 49ers following the watery trail up the Sacramento and San Joaquin rivers to get to the mines. Those with an eye for farming realized the Delta's peat soil would produce excellent crops. The only problem was massive floods that swept through whenever the river banks were topped.

In 1869, completion of the transcontinental railroad created a surplus of workers, especially those of Chinese descent, who were soon employed to build levees. They were later aided by the clamshell dredge, which scooped mud from the river bottom and piled it on the shore. By 1930, 700,000 acres had been reclaimed in the form of 55 man-made islands. Most of them are still being farmed, yielding abundant crops of asparagus, sunflowers, corn, wheat, tomatoes, alfalfa and sweet potatoes. You can also find large patches of blackberry bushes, which yield their sweet fruit in early summer and are often accessible from the roadside. (Be sure to wash them before con-

lake to the north. Actually, they were looking at the huge floodplain that resulted when the various rivers running down to the Bay

makes yet another Spanish claim to discovery open to debate (see 'Columbus, Christopher').

KATHLEEN HEIL



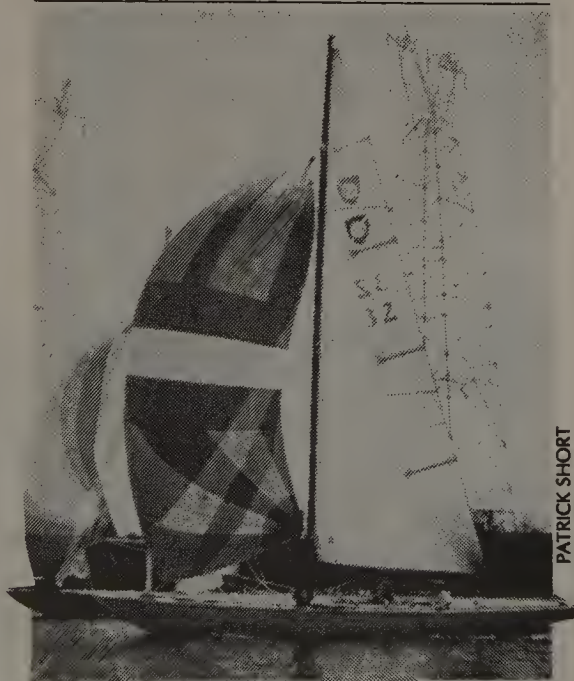
sumption, as they may have been sprayed.)

Long before jet skis and high horsepower runabouts became ubiquitous on the Delta waterways, steam and diesel-powered riverboats jammed the rivers and sloughs. The paddlewheelers first found service delivering miners and equipment, and then served as transporters of grain, building materials and supplies. As many as 200 riverboats once plied the waters between San Francisco, Stockton and Sacramento, with some reaching up to Fresno and Red Bluff.

For a vessel so numerous and vital 100 years ago, there are painfully few examples of steamboats on the Delta today. Although you can still run across ghostly wrecks on a quiet slough, the two examples most worth a visit are the mighty *Delta King*, which now serves as an attraction at the Old Sacramento wharf and, closer by, the *Sutter*, aka Moore's Riverboat, located near the junction of the Mokelumne and San Joaquin rivers. After 20 years of active service, the *Sutter* was retired in 1951 when trucking became a more feasible way to haul goods. Captain John Moore converted the old potato boat into a restaurant in 1966 and it has since become one of the Delta's more festive night

spots. Moore has since passed away, but his legend lives on.

"There was a special spot for Moore's car



A fleet of Columbia 5.5 Meters still race actively out of the Stockton Sailing Club.

out in front," says Dave Snodderly of Bruno's Island. "If you parked there, you'd get towed. Inside, he had his favorite bar

stool which no one else could use. He'd sit there sipping a couple of drinks and getting a feel for how much money should be in the till at the end of the evening. If the count was off the next morning, he'd know something was fishy."

Snodderly added that there used to be a drummer in the house band (which still draws patrons onto the dance floor faster than cheap dog food lures Delta crawdads into a trap) who played way beyond the legal retirement age. Overweight and subject to the ills that come with advancing years, he nevertheless beat out a steady rhythm, attended between sets by his ever-present wife. During one such break one night, the old guy's time drew to a close. The story ended, as it must always, with the observation that the old drummer died doing exactly what he wanted. Up in the Delta, that still means something.

Captain Moore also presided over some strange ritual that involved the placing of women's underwear on the overhead rafters. (Up at Al the Wop's restaurant in Locke, they stick dollar bills to the ceiling, so there seems to be some sort of trend here.) When asked what about the significance of the panties, not even the current owners of Moore's have an answer they're willing to divulge.

As with several other dining/dancing spots

PATRICK SHORT

THE DELTA

on the Delta, you can access Moore's by water. Depth at low tide is about 4.5 feet, so you need to plan your arrival and departure accordingly. You can spend the night, too, if you don't want to attempt to find a friendly tule bush in the dark. (There's plenty of water at other nearby resorts, such as Sprindrift, Happy Harbor and Pirate's Lair.)

Of course, nightclubbing and bar hopping are just two of many activities that both residents and visitors to the Delta enjoy. For a look at what some of the regulars recommend, here's our survey of "real" Delta experts:

Johnnie Owen of Isleton has been sailing the Delta for 10 years and currently owns a Taiwanese-built Nantai 37 called *Kristin*. His favorite summertime event is the giant Fourth of July fireworks celebration held at the Mandeville Tip on the northern end of Mandeville Island. Baron Hilton — the guy for whom the hotel chain is named — has a hunting lodge on the place, and he flies in his VIP buddies each year for a pyrotechnic display that rivals the best that San Francisco and Oakland have to offer. In fact, the Delta version is even better because there's never any fog to obscure the view.

Johnnie says as many as 2,000 boats jam the anchorage around the Tip, so you've got to get there early to snag a spot. Two years ago, he sailed in with just his two young kids to join the raft up of fellow Andreas Cove YC members. Under full sail in a typical summer afternoon Delta breeze — i.e., a ripping good blow — he turned the corner to find himself headed into a mass of closely anchored boats. Without another adult pair of hands to shorten sail, the next ten minutes constituted a nonstop Chinese fire drill as,



lowered sail and came back under power to find his friends.

Johnnie adds that the favorite schedule of events is to grill til the sun goes down and then lie on deck and watch the show. If they're downwind of the barge that sends off the flares, which is where the view is the best, they also spend considerable energy dodging the falling sparks.

For a quieter time, Owen recommends peaceful anchorages like Five Fingers at the southeast edge of Mandeville Island, Horseshoe Bend on the eastern side of Decker Island and Prospect Slough north of Rio

It's the same whether your car runs out of gas or your boat runs out of water — get out and push!

YC this year, Owen also wants to welcome all sailors to some of the Delta's big sailing events. The club hosts cruises, such as the recent Memorial Day outing to Decker Island. The big attractions of this weekend were rubber ducky and beer can races. These require a little explanation. The rubber duckies are exactly that and the bathtub variety fowl are released from a common starting point to float or be driven by the wind over the finish line. No handicapping — the first duck over the line wins. The beer can races aren't of the type we're used to down in the lower 40. On this particular weekend, beer can races means duct taping up to six empty beer cans together to create your own beer 'yacht', as it were, which is then raced under the same rules as the rubber duckies. Johnnie says the events are more popular among the kids, but adults get involved too.

For the sailing minded, ACYC (their floating clubhouse now resides just off the San Joaquin River at Rainbow Resort) and the Stockton Sailing Club (which is up the deep water channel just before you get to Rough and Ready Island) both host major Delta regattas. StkSC's Stockton-South Tower race was just run on June 19-20, but don't fret. On July 18-19, ACYC hosts their Island to Island Regatta, which starts and ends at Bruno's, with the weather mark being Angel Island. This race features a reverse start scenario — slow boats start first and if you pass someone, you're ahead of them without having to worry about handicaps. Then on August 22 and 23,



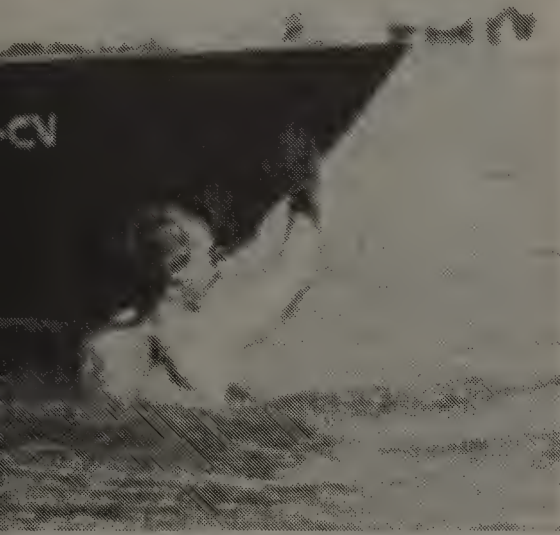
Strange Delta rituals include (right) hydrofoil waterskiing and (above) supine air dancing.

teeth gritted, he somehow dodged his way through the assemblage without hitting anyone. After clearing the anchorages, he



Vista. Also nice is Mildred Island, which flooded a few years ago and has some good sand beaches at low tide.

As commodore of the Andreas Cove



PATRICK SHORT

there's the Frank's Tract regatta, with racing all day on the flooded farmlands (watch out for the sunken tractor!) and partying all night at the Rusty Pelican.

Joe Gluvers of Sacramento is another ACYC member who has been sailing the Delta for 12 years. He now owns a 40-foot Beneteau First 405 called *Dutch Treat*, and admits that while racing and socializing have their place, the real appeal of the Delta is hanging out. "There are about 1,000 places you can sail to within four or five hours," he says. "You just drop a stern anchor first and nose into the tules. Then you just swim, fish, sunbathe and watch what goes by." Among his favorites are Potato Slough, Five Fingers and Lost Isle (at the intersection of the

Bay sailors, but since 1985 the sailmaker has called the Delta home. He, too, has found the relaxed lifestyle of the region one of its greatest attributes. "Most people are real happy up here," says Jim, "and waitresses don't jump all over you if you're not ready to order right away." Among his culinary favorites are Rogelio's (Mexican and Chinese dishes) and the Croissantery (great sandwiches), both of which can be found in Isleton.

Summer is really hot in the Delta, another adjustment Jim had to get used to. The local water has a lot of iron in it, evidenced by his toenails turning rust colored before he switched to drinking bottled water. To Jim, one of the biggest attractions is the wildlife, including egrets, ducks, swallows, doves, wrens, beavers and muskrats, all of which live on or right next to his houseboat in Owl Harbor!

Still an active racer in the Stockton Sailing Club's 5.5 Meter fleet, Warfield has also kept active with the El Toro fleet, of which he was a staunch member during his days on the Bay. On July 29, he's hosting the 'Delta Debacle', a cruising run for the bullships from Herman and Helen's resort down to StkSC. There's a 4-knot flood that day, so arriving at their destination is almost a lead pipe cinch. If things work out, they'll also lobby for a start at the club's Wednesday night beer can (where this time you race for the cans, not with them) series.

Rod and Peggy Whitfield are marine

Delta destroyer on the prowl.

Mandeville Reach, Potato Slough and Five Fingers. Peggy says finding someplace to duck in out of the gale force winds of summer should be high on a cruiser's priority list. And fewer people should worry about water depths in the Delta. "If you get off the



PATRICK SHORT

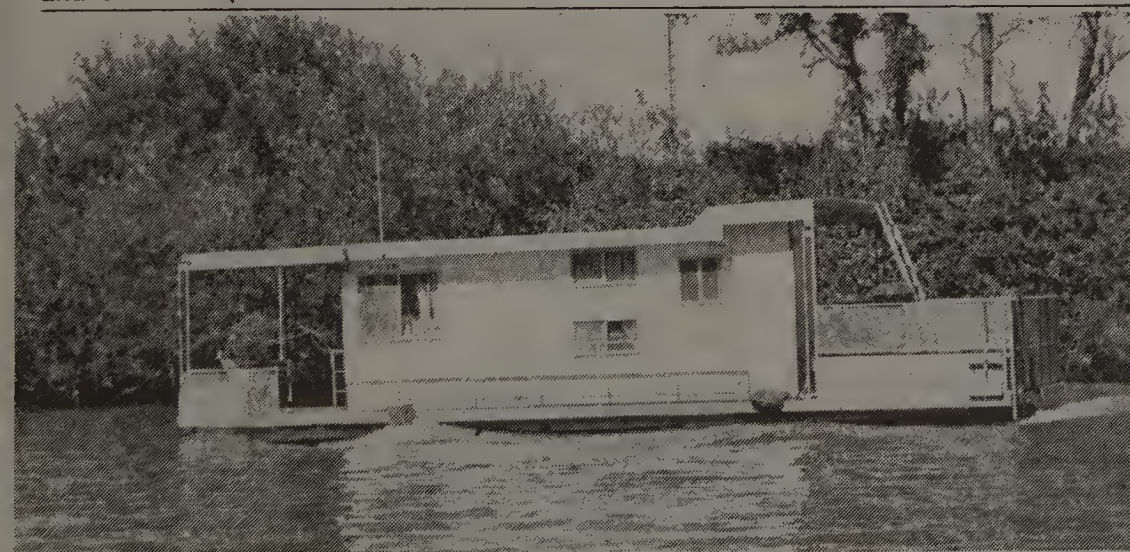
Aluminum recycling center, Delta style.

main channel, just make sure you have a NOAA chart with you," she says.

Like Warfield, the Whitfields like eating at Rogelio's in Isleton. They also recommend nearby Sullivan's, which is a replica of an Irish pub. Up the Sacramento River in Locke, you can have your choice of steak and peanut butter or peanut butter and steak at Al the Wop's. Nearby Giusti's on the north fork of the Mokelumne River offers good food, too.

Kathy and Herb Heil of Fair Oaks have been sailing the Delta for 17 years and now own the Newport 30 Pogo. Among their cardinal rules for summer are having a sunshade — and being wary of charter houseboats. The pilots of these craft, which are somewhat universally known as 'Delta destroyers', often don't know even the most basic boating procedures, much less the rules of the road. It's not that the Heils don't like close encounters: they get a big kick out of sailing through the hundreds of windsurfers who boogie back and forth across the Sacramento at Rio Vista.

The Heils tend to avoid Mandeville Tip on the Fourth of July, opting for more secluded places like Three Mile Slough, Whites Slough on the northwest side of King Island, Prospect and Miner Sloughs to the north of Rio Vista, and Old River down near Cruiser Haven. "There's a spot near the railroad bridge that's real pretty," says Herb.



LATITUDE/JR

Stockton deep water channel and Turner Cut).

Jim Warfield is a name familiar to some

surveyors based in Owl Harbor and long time Deltaphiles. Among their favorite getaway spots are Prisoners Point at

THE DELTA FRATERNITY



SHIMON VAN COLLIE

Left to right, Jeff Bell, Cindy Bell and Jim Martini aboard 'Gin And Tonic'.

Chris and Cindy Bell have almost 20 years of Delta sailing experience under their belts. Chris is a shipwright by trade. He's built two boats for the family, which now includes 13-year-old Celeste and 7-year-old Jeff, to live aboard. Currently, they reside on a 45-foot Atkins cutter at Bruno's Island, which along with nearby Owl Harbor, is a sailboat oriented facility. (Many Delta marinas feature covered docks accessible only to powercraft — gotta protect those candy-flake paint jobs the waterskiers love.)

Among the tips the Bells have to Delta-bound sailors: Finding dock space can be difficult during the summer, so be prepared to anchor out and dinghy in if you need to get ashore. Don't anchor near launch ramps, which are often busy launching power boats and jet skis. Prices for provisions can be high in the Delta, so better to stock up before you come. If you're headed up the Sacramento, Rio Vista is a good place to stop for supplies or whatever at the Delta Marina or the City Dock. Rio Vista's Point Restaurant also offers good fare if you want to eat out.

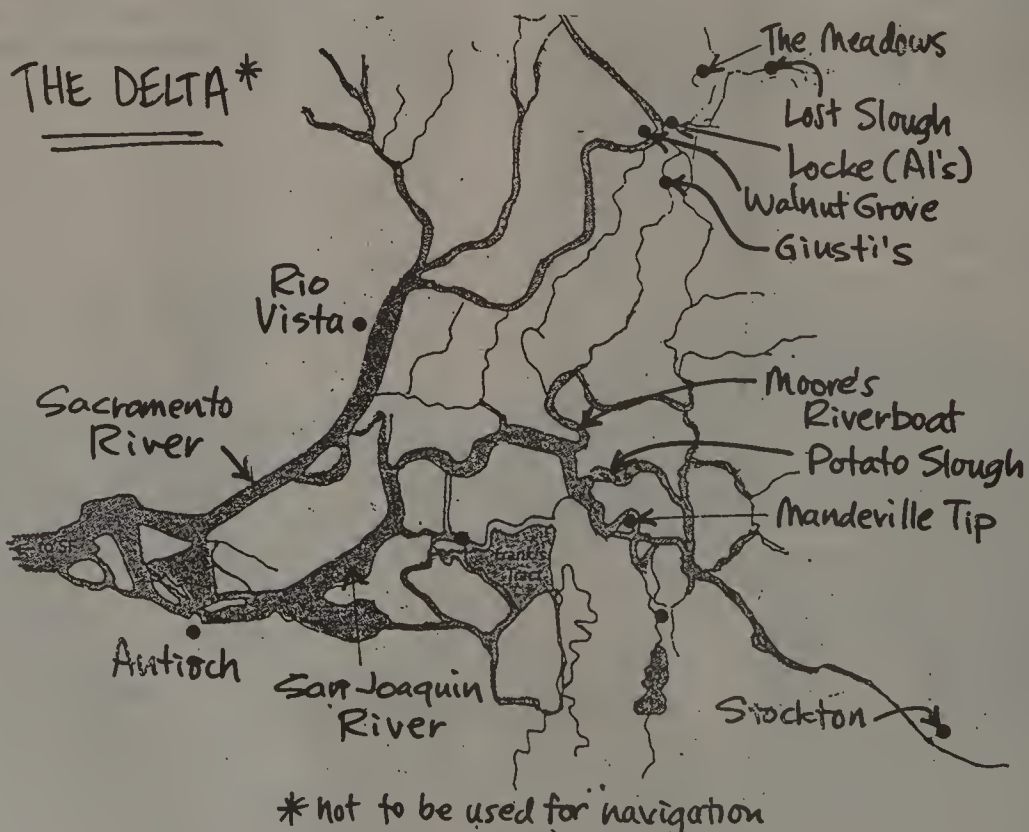
The Bells also note that they get a fair number of cruisers at Bruno's who come up from the Bay to get away from the fog and cold in the summer. They recently met some folks from Puget Sound who ventured up the river to enjoy the slower pace and cheaper prices before continuing down the coast. "It's not like we're totally out in the sticks," says Cindy. "There's a West Marine in Stockton if you need something for your boat."

buddy has never let him forget that the night he spent aground waiting for the tide to come in — an incident known ever after as the "Martini on the rocks" affair.

Now retired, Jim sails as often as he can, and finds the summer 25 to 30 knots simple to handle with a reefed main and 100% jib. He relies on his chart and a depth sounder to get him in and out of most places and he'll gladly show you how to get in and out of Frank's Tract with no mishaps. Jim wouldn't reveal his secret spots — they wouldn't be secret anymore, would they? — but he could recommend favorite haunts like Fisherman's Cut on the east side of Webb Tract, False River to the northeast of Frank's Tract, Connection Slough at Quimby Island, Whiskey Slough south of Tiki Lagoon, and Mayberry Slough, which will lead you to Sherman Lake.

He also gave us the skinny on Potato Slough, which has three anchoring areas known as 'bedrooms' to the locals. "You start with Bedroom One, right off the river, which is for Bay Area visitors. Bedroom Two is for locals and powerboaters, and Bedroom Three, farthest-in, is for locals and houseboats," he says.

So there you go. Take plenty of ice, sunblock, bug block (see Sightings for the



the story on himself about running aground in Frank's Tract a few years ago after visiting a friend who had a house on shore. His

best stuff) and your favorite reading material. The Delta awaits you.

— shimon van collie



**NEW
IN-A-TWIST
MAGIC SHAVER
from
AVON**

**UNCONDITIONALLY
GUARANTEED!
REFILLABLE!**

Great for use on board. Perfect for anybody on the go. Just twist the handle base of this unique razor, and the blade swivels out. Twist it back down. Comes with one cartridge. Can be refilled with most side-insert twin blade cartridges. Plastic. 3 1/8" long.

No more dull razors in your pack. No more cut fingers reaching for you razor. No more plastic throw-aways (better for the environment). What a great gift! Order one for each family member.

To order your In-A-Twist shaver,
send \$9.65 each, check or money order, to:

Gibson/Kuhn
P.O. Box 85
220 Redwood Highway
Mill Valley, CA 94941

MAX



Ted McConville, on the control boat for the America's Cup Challenger Races, has been anchoring off San Diego in as much as 80 fathoms of water with winds up to 40 knots. His MAX anchor never slipped with a scope of only 1.5 to 1... That's right, 1.5 to 1!

Charles Rush, Captain, U.S. Navy Retired, writes from Abaco, Bahamas that his MAX anchor held throughout a three day storm with no sign of breaking out, winds up to 35 knots veering clockwise (270°) from SE to NE in sand and coral.

Hugh McColl, Shrimpboat Owner from Brunswick, GA writes he uses his MAX in soft mud and has had four 65' and larger boats hang on his boat in tidal currents of 2.5 knots with the MAX holding them all just fine!

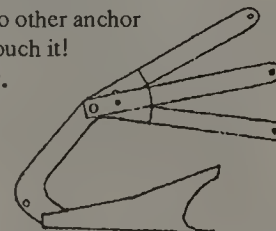
Independent tests have proven the MAX to be the quickest setting, best tracking and outholds the others by as much as 6 to 1. The MAX works well in all bottoms. There is no other anchor that can do what the MAX does, none can touch it!

The MAX is the ultimate anchor.

Every boat needs two.

Creative Marine

PO Box 2120 • Natchez, MS
US & Canada **800-824-0355**



LIST MARINE INC.

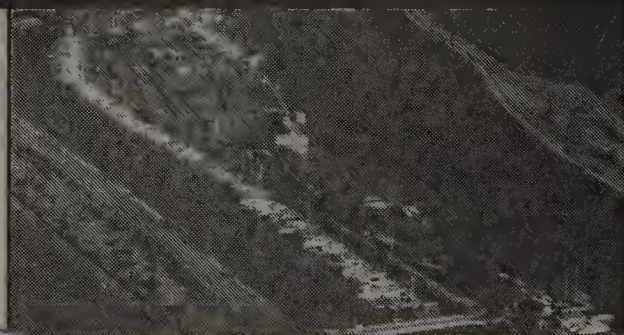
69 Liberty Ship Way • Sausalito, CA 94965

- Complete Marine Engine Service
- Authorized **Perkins** Dealer
- **WE SERVICE ALL MAKES**
- Used and rebuilt Engines From 1 to 8 Cylinders

(415) 332-5478

BRUNO'S ISLAND

First rate,
protected
deep draft
moorage
in the
heart of
the Delta



BRUNO'S
Island

(at Light 41 on the San Joaquin River).

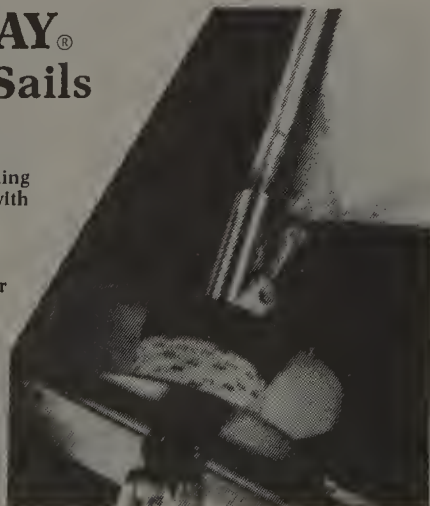
1200 W. Brannan Island Rd.
Isleton, CA 95641 **(916) 777-6084**

ROLLER-STAY® for Hank-On Sails by MARINER

The Roller-Stay is the only furling system in the world that works with your existing hank-on sails. It doesn't need a tunnel luff extrusion and neither do you.

In fact, hank-on sails are better for most sailors. Why? Because they remain attached to the headstay throughout a sail change. That makes foredeck work safer, requires less crew and gives you peace of mind.

So don't change your hank-on sails, improve them with a Roller-Stay.



2280 Shasta Way 106, Simi Valley, CA 93065 (805) 522-9091 • Fax (805) 522-6218

SEA THE FINEST! JOIN OUR PRESTIGIOUS FLEET OF BOAT DONORS!



The California Maritime Academy provides unparalleled boating and sailing programs, and is the direct beneficiary of the boat acquisition program operated by the California Maritime Academy Foundation.

Utilizing the waters of the Carquinez Straits and San Francisco Bay, C.M.A. welcomes vessels of all types, marina equipment, and training aids.

The California Maritime Academy Foundation receives no government support. Your TAX DEDUCTIBLE CONTRIBUTION will be used for demonstration and as training aids, or will be sold to advance the instructional program. DONATE YOUR VESSEL TO THE CALIFORNIA MARITIME ACADEMY!

For additional information and free brochure, call or write:
CALIFORNIA MARITIME ACADEMY FOUNDATION, INC.
P.O. Box 327
Vellaio, CA 94590 **Joanne Cech 1-800-472-2623**

THE 1992



SINGLEHANDED TRANSPAC PREVIEW

Done right, sailboat racing is one of the most complex and demanding of all sports. Just learning what all the variables are can take years. Assembling that knowledge into some sort of unified whole — and being able to use it to advantage — makes orienteering look like Go Fish.

You got your tides. You got your currents. You have to know which side of the starting line is favored, as well as which side of the course. You have to be able to tell lifts (good) from headers (bad), and how to react to each correctly. You have to know how to power up or power down effectively, how to set spinnakers every which way from Sunday — and be able to change those gears without seriously impeding your forward progress. You need to know how to employ rules and tactics to advantage, how to cause other boats to make more mistakes than you plan to make, and how to be flexible enough to start from scratch if the wind flip-flops or dies halfway through the race. Oh yeah, and it helps if you know how to sail fast, too.

It's no wonder sailboat racers tend toward the more cerebral end of the spectrum than, say, bull riders. Even when the various responsibilities are delegated out among the crew, it takes a lot of concentration to keep track of everything going on out there.

Singlehanded racing adds a whole new dimension to the racing equation — several, in fact. With no one aboard for the skipper to delegate or debate, solo racers must deal with everything themselves. And when a singlehander ventures out beyond the confines of the Bay, well, we get a headache just thinking about it. In addition to many of the above concerns, ocean-racing solo sailors have to deal with such conundrums as when to sleep, when to eat, how to steer, even when to go to the bathroom — hey, if you're on the tiller doing 15 knots surfing down the backs of waves with the kite up, how would you go 'number 2'? In addition, he or she must assume the role of cook, dishwasher, plumber, electrician and even doctor when the need arises. It's not hard to see why many people consider singlehanded ocean racing one of sailing's greatest challenges.

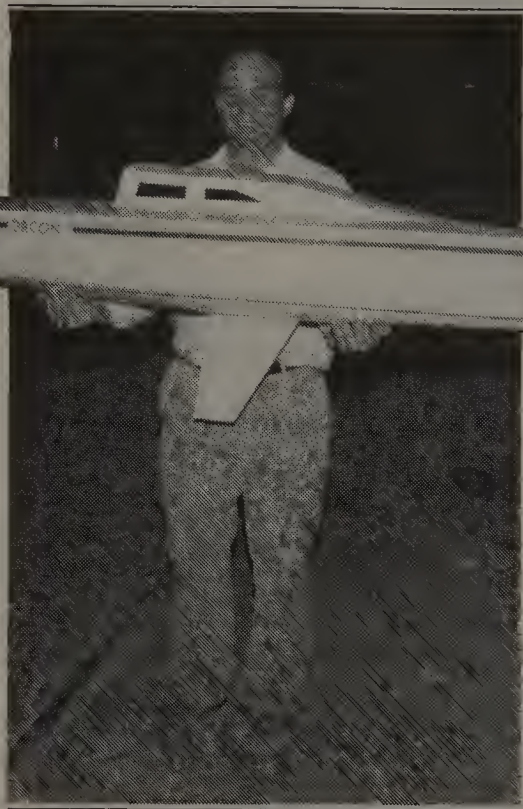
Fourteen men undertook one such challenge on June 27. That's when the 1992 Singlehanded TransPac Race departed San Francisco for Hanalei Bay, Kauai, 2,120 miles hence.

Though the field for this 8th biennial race ties with the 1988 SHTP fleet as the smallest ever, statistically it ranks high in

importance and, considering three returning veterans are previous overall winners, should be one of the more interesting races to follow. Other distinctions of note in '92:

- * Fully half the fleet are returning SH TransPac veterans.

- * Almost half the fleet is not from



Above, can you say "rocketship?" — Dr. Dan and the Newland 368. Left, 'Chelonia' heads west.

Northern California.

- * The two newest boats competing this year were built expressly to do this race.

- * Fewer people are planning to hand-steer than ever before.

- * For the first time since 1980, no multihulls are going.

Among things that remain the same: the fleet is made up of some of the most diverse boats and as eclectic a bunch of skippers as

footers. That variety is the spice of this race is perhaps most evident in the returning 1990 winner, a full-keel Freedom 44 cat ketch with all the amenities.

The skippers themselves range in age from a 33-year-old custom wood shop plant manager to a 62-year-old retired Army general. In between are the usual smattering of engineers — probably the most common 'real life' career of the 150 or so Single TransPac'ers who have gone before — as well as a couple of investors, a landscape contractor, a boatbuilder, a commercial real estate broker, a writer of cruising guides and a Montana rancher.

As mentioned, steering and sleeping are big concerns to the singlehander. Route choice and what we'll call 'mindset' are other important variables in this race. Here's a quick look at each:

Steering — Obviously, on a 1½ to 3-week nonstop trip, a solo sailor isn't going to be able to handsteer the whole time. Instead, TransPac'ers count on either windvanes or autopilots. Windvanes have the advantage of using no electricity — they work by keeping the boat sailing at a certain angle to the wind — but the disadvantage that they don't always work downwind or in light air. Autopilots can keep a boat on any compass course, but won't react to windshifts and do use electricity.

Few will argue that an alert 9/10ths or 10/10ths sailor can steer a boat more efficiently than any mechanical device. But few skippers in this year's fleet admit they're that good — at least for long periods at a stretch. Fortunately, with improvements in both autopilots and windvanes over the last few years, they don't need to be. Most concede their self-steering systems does just as good a job as they ever could. Aside from a few serious sailors out to get the most from

"You don't have all this stuff bombarding you out there. Nature just does its thing and you respond to it."

ever sailed west. Boats range in size from a 26-ft International Folkboat to a custom 60-ft ketch originally built to do the BOC Around the World Race. In age, they go from a mid-'60s Cal 40 displacement sloop to two new (one's only a month old) ultra-ultralight 37-

their boats, well over half the competitors in this year's race plan to hand steer 'only if it's fun'. Otherwise, they'll concentrate on running their boats while the boats steer themselves.

1992 SINGLEHANDED

Sleeping — Equally as obvious on a weeks-long race, you can't just 'pull over to the side of the road' to sleep every night. The objective of solving the sleep problem is to get enough that you're rested, yet not so much that boatspeed or safety suffer unnecessarily.

As you might imagine, most skippers do most of their sleeping at night. The usual routine is to strike chutes after dark and run through the night under poled-out headsails. This gives better control, easier motion and fewer fire drills so they can rest easier.

Many schemes have been tried to beat the 'sleep handicap' over the years, from competitors training themselves to 'need' only two to three hours of sleep to one guy who had a built-in alarm clock — he had only one kidney and had to get up every couple hours to relieve himself. By trial and error and word-of-mouth, a somewhat 'standardized' regimen has emerged: taking short 20 to 30-minute cat-naps through the day, followed by a short 'normal' night's sleep with some sort of alarm set for every-two-hour deck checks. We've noted some of the more interesting variations on this theme in the mini-bios that follow.

Route Planning — All things being equal, the 'best' way to sail to Hawaii has been to ride the 1020 millibar line around the bottom of the Pacific High. In a perfect world, this takes boats several hundred miles south of the rhumbline, and adds around 200 to 300 miles to the overall distance travelled. But it also keeps boats moving, as inside the Pacific High there is little or no wind. The only problem with this 'rule' is that no one's ever told the Pacific High about it. In probably five of the seven Singlehanded TransPacs, the Pacific high has not done what it's supposed to, either stranding southerly boats or making them sail those

elements into the simplest perspective, a singlehander can be the most skilled, prepared, natural seat-of-the-pants sailor in the world, but if his head's not in the right place, it'll all go for naught. He'll do poorly and be a basket case until he gets ashore again. Conversely, many an amateur singlehanded sailor/navigator who was well prepared mentally has completed the race in fine fettle. This mental preparation goes beyond just dealing with being alone out there, or the prospect of weathering a storm or other hardship. In the 1990 race, for example, one sailor had hyped himself to the point where he had contingency plans for every possible condition — except no wind. After sitting becalmed for the better part of a day, he packed it in and sailed home out of sheer frustration — only to find he'd been in the lead until then!

Another mental aspect of the race divides the competitors into two distinct types: those who are sailing to win and those who are happy to complete it for the life experience — and if they do good, so much the better. At least three competitors have their sights specifically on the race's elapsed time records. The monohull record, set in 1988 by Seattle's Bill Stange on the Olson 30 *Intense*, is 11 days, 15 hours, 21 minutes. The multihull and overall course record was set in 1986 by Ian Johnston sailing the Australian trimaran *Bullfrog Sunblock*: 10 days, 10 hours, 4 minutes.

In a bit of bad manners on our part, these people are already gone as we introduce them to you — a bit of scheduling conflict over which we had no control. If the wind is right, about the time the ink is dry in this issue, the hard, cold, upwind part of the Singlehanded TransPac should be over and

"Food and sleep are really important, and you have to understand how to use them."

hundreds of extra miles unnecessarily. The boats sailing closest to rhumbline made out best, so it's the default strategy of choice for many competitors this year. Those not automatically going rhumb will be keeping an eye on the weather electronically. With this being an El Niño year, it's anyone's guess what's going to happen out there.

Mindset — To put this most intangible of

even the slower boats should be cracking off and setting spinnakers as they enter the Tradewinds.

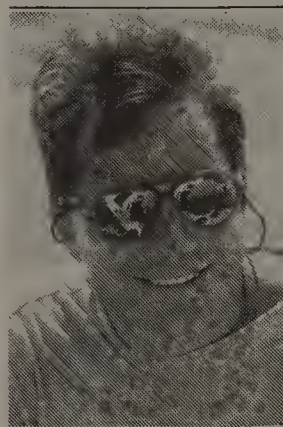
Hold that image as you read on and meet these guys. Like some of them, maybe you'll be motivated by this and the follow-up article on the race itself to get involved in the 'ultimate' West Coast sailing adventure yourself one day.

— latitude/jr

Alan Brutger

Polecat — Freedom 44 cat ketch
Occupation: Rancher
Homeport: Bozeman, Montana
Age: 38

In the movie *City Slickers*, the main character leaves his high-stress city life and 'finds' himself on a vacation ranch in the moun-



tains. When Alan Brutger, who owns a vacation ranch near Bozeman, gets stressed out, he comes out of the mountains and goes sailing. "You don't have all this stuff bombarding you out there," he says. "Nature just does its thing and you respond to it."

Specific motivations for the '92 race are "the challenge, the fun and the people," says Brutger, adding "Defending my title" is definitely not one of the reasons I'm doing this race again." In the 1990 race, Alan took overall corrected honors.

Since the '90 race, Alan's done a lot of 'de-stressing' aboard *Polecat*, cruising the length and breadth of the West Coast in the last two years, some of it singlehanded, some with his wife and two sons.

Alan had a pretty — how shall we put this? — nonstressful race in 1990. He simply set the two big mains, mizzen gennaker and the boat pretty much did the rest. He not only didn't self steer, he actually had time to do some varnishing on the way over. This time will be no exception, with stores including smoked salmon and more gourmet-type foods. Alan is definitely our type of racer.

Preparations to the Seattle-based *Polecat* have been minimal. She received a new bottom in Sausalito, a new traveler for the main and some maintenance sewing on the sails. Routewise, nothing new either, except that Alan will avoid Pidgeon Point like the plague. "Last time I was becalmed there the whole day!"

Navigation: Trimble GPS; **Steering:** Monitor windvane, B&G Autopilot.

Frank Dinsmore

Francis Who? II — Newland 368
Occupation: Lender
Homeport: Alameda
Age: 56

Frank is not so much a veteran of the Singlehanded TransPac as a connoisseur of it. The '92 race marks his fourth, the others

being in '80, '82 and '84. He also served as race chairman in 1986. And each time he's gone, he's found ways to make the crossing easier, more comfortable — and faster.

It'll be hard to top his '92 effort, though. He's sailing one of two new boats that were designed and built specifically to break the elapsed time record for this race. But while partner Dan Newland's 37 is a lean, mean racing machine, Frank describes *Francis* as "the ultimate cruiser." Amenities include Radar, weatherfax, SSB, watermaker, refrigeration, some 15 bags of sails — and even a closed-circuit TV system so the skipper can check sail trim while down below!

To stave off the intensity of the tropical sun, Frank 'goes executive' out there, donning old, long-sleeved dress shirts and dress slacks. "I look like an outcast from

Brooks Brothers, but it keeps me cool," he says.

Perhaps his most original innovation, though, is his 'wake-up call'. "I stay up until 10 or 11 o'clock at night, then I have a caffeine-free Diet Pepsi and go to sleep. An hour

later, I have to hit the head. Then I do a deck-check, have another half-can of Diet Pepsi and in an hour, I'm up again. . . ."

Navigation: Apelco Loran-C coupled to GPS; Shipmate 5000 SatNav; **Steering:** Alpha Marine Spectra Autopilot (primary) with backup unit; Navic windvane.

Dan Newland

Pegasus XIV — Newland 368

Homeport: Alameda

Occupation: Scientist (days)

Boatbuilder (nights)

Age: 36

What's it like to be the pre-race favorite? "It's still an ocean race," says two-time SSS TransPac winner Dan Newland. "There's always a big element of chance. I'll push hard, but who knows what'll happen? It doesn't pay to be smug."

If Newland were the immodest type (he isn't), he's certainly got credentials to flaunt. He's won the SSS TransPac overall both times he entered, in '82 and '86. Dan's done heaps of crewed sailing, too, including two TransPacs on *Bravura* and four Pacific deliveries. He knows how to read the weather, and he's tough enough to steer 12-15 hours a day. Newland is a particularly strong sprinter down the stretch (he handsteered for

30-some hours straight at the end of both SSS T-Pacs!) and has even installed a sea-swing cooker in the cockpit to make coffee without leaving the tiller.

Dan both designed and built *Pegasus XIV* specifically to smash the existing record. Fifteen bags of sails will help power his downwind flyer, including his 'secret' weapon, a mast-head asymmetrical spinnaker. The only thing for which he felt

wanting when we talked was a little more time. The boat only went in the water in May. "At this rate, I'll be reading the manuals for the instruments on the way to Hawaii".

Navigation: Furuno LORAN, an "old" radar, looking for a GPS. **Steering:** at least 2 Autohelms, maybe a Navik windvane.

Ed Ruszel

Chelonia — Yankee 30 Mk. IV

Occupation: Plant mechanic

Homeport: Richmond

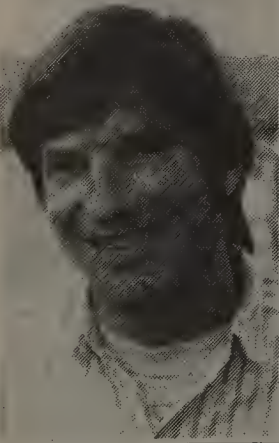
Age: 33

"I've been wanting to do this race since the first time I read about it in *Latitude 38* back in the early '80s," says Ed Ruszel. Indeed, much of the singlehanded sailing and racing he's done since purchasing *Chelonia* (hull #100, built 1972) in 1986 has been toward this goal.

The Sparkman and Stephens-designed Yankee has become something of a favorite among singlehanders locally, and should have an advantage in the early going with its fine pointing ability. Ed says during the '91 LongPac, which doubles as a qualifier, he put in a dozen more miles than necessary

because of the boat's great windward ability.

Special preparation for this race included a new main, new standing rigging and a new bottom, all done last year. He's beefed up the vang, installed solar panels, and addressed a problem not too many



singlehanders have thought about beforehand — exposure. "I've talked to at least a couple of race veterans who had no shelter

from the sun. They got so fried that it really affected their performance." Ed will be able to seek relief from the heat under *Chelonia's* dodger, even when handsteering.

Navigation — GPS, old and new Lorans. **Steering** — Plastimo AT-50 Autopilots (2) and Navic windvane.

Reed Overshiner

Reliance — International Folkboat (1969)

Occupation: "Changes with the season"

Homeport: Alameda

Age: "Old enough to know better"

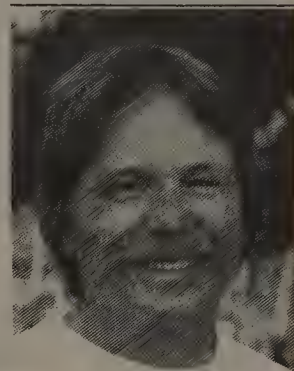
"First it was Angel Island, then it was the Farallones, now it's Hawaii. For me this is just the next step in the long term adventure of sailing," philosophizes Reed Overshiner, a self-described chronic tinkerer and jack of all trades. "Who knows where this will eventually lead?"

Reed's crossed the Pacific twice now — in the '88 Pacific Cup on the C&C 30 *Sorcerer* and a subsequent doublehanded return — and is eagerly looking forward to the round trip again. "I plan to do the trip back solo, too," he says. "I want to test myself and the boat upwind."

Overshiner's owned *Reliance*, his fourth boat, since 1986. He's been a fixture on the local singlehanded scene, placing second in the '91 LongPac and, with his IF boat carrying a 228 rating, always a threat to correct out in any SSS event. "All I need to do is average 5.8 knots, or 140 miles a day, and I'll have a shot at it."

Like most of the guys we interviewed, Overshiner can't wait for the starting gun. "The race itself will be easy," he says. "All the preparation was the hard part."

Navigation: West Marine Loran, "hand-me-down" Satnav, two old RDFs; **Steering:** Autohelm 2000, Monitor Windvane.



Ken Roper

Harrier — Finn Flyer 31

Occupation: U.S. Army, retired

Homeport: San Pedro

Age: 62

Among the ranks of singlehanders up and down the California coast, Ken is known simply as 'The General'. The title is more than a nickname. Before he retired in 1977, Roper reached the rank of Brigadier General

1992 SINGLEHANDED

in the Army, and saw duty that including two tours of duty in Viet Nam flying "anything with wings or rotors."

Ken approaches singlehanded with the same no-nonsense "let's do it, not talk about it" approach. This race will mark his third Solo race (the others were in '84 and '86), and his eighth passage between the mainland and the islands. In fact, in the years since his retirement, Ken's put some 80,000 sea miles behind him, 55,000 of which have been aboard *Harrier*.

Having been set up for shorthanding since Ken bought her in 1983, *Harrier* underwent relatively minimal preparations for this year's race — new standing rigging,

new halyards and two new headsails is about the extent of it. The boat will also fly a Sobstad main specially built for the '86 race, and which hasn't been used since then.

Routewise, Ken's going to play this race by ear. "In both the last races, I went too far

south. It ended up blowing on the rhumbline and I had to sail hundreds of extra miles for nothing."

Navigation: "You name it, I got it"; **Steering:** 3 Navico 2500 Autopilots (primary), 1 Autohelm ST-4000 Autopilot; Adams Pendulum windvane.

Don Harris

Painted Lady — Olson 911S

Occupation — Self-employed investor

Homeport: Palm Desert

Age: 55

Third time's a charm for Don Harris, whose plans to do the race twice before have been stymied by the 'pause' factor. "To do this race, you have to have the boat right and your head right," says Don, who bought the boat new in 1987. "The first year ('88), I just didn't have the boat right. In '90, I didn't feel like I'd done enough shorthanded sailing. My philosophy is that if you have to pause to wonder if you're ready to go, you're not."

There have been no such pauses in '92. Sailing out of Marina del Rey, *Painted Lady* has been active in PSSA — the Southern California-based Pacific Singlehanded Sailing Association — and has undergone the usual regimen of strengthening and personalization for the Singlehanded TransPac. This includes backing plates under all the

critical load areas: winches, running backs and so on, and a modified spinnaker arrangement for easier singlehandeding.

Though he's been sailing for many years (and has done two previous crewed Hawaii crossings), Don admits that until recently, his singlehandeding has rarely gone beyond the confines of his imagination. "For about the last 20 years, I've been putting together one of the greatest collection of books on solo sailing you've ever seen," he says. "I'd read every one of them and just marvel at these people. I don't know why, but it hasn't been until the last few years that I decided to finally go out and get it out of my system."

Navigation — Magnavox Satnav, Magellan GPS; **Steering** — Navico 5000 and 2500 autopilots.

Fred Gamble

Iris — Islander 40

Homeport: Santa Barbara

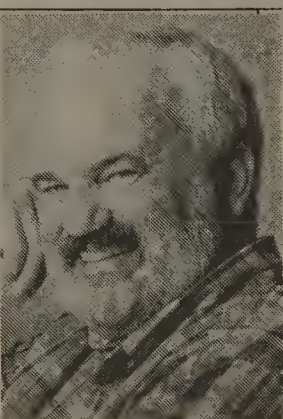
Occupation: Corporate physicist (former life)

Writer of cruising guides (present life)

Age: 50

"I'm simultaneously excited and apprehensive about the race," admits SSS TransPac virgin Fred Gamble. "But at the moment I'm exhausted!" When we phoned him, Fred had just walked in the door from his 400-mile qualifier. He'd been at sea for 5 days, sailing 200 miles out from Santa Barbara in near-gale conditions and then ironically

being becalmed on the way back in. "To tell you the truth, right now I'm not sure why I'm doing this," said Gamble wearily. "I've been inspired to go singlehanded sailing by Bernard Moitessier's books, but specific blame for this race falls on my friends Peter



Crane and Mike Pyzel!"

Gamble has owned his modified Islander 40, his first boat, since 1987. He lives aboard *Iris*, which he claims is a 'coastal cruiser', not a race boat. "But that's okay," he laughs. "I'm not out to beat anyone. I'm

looking at this as one of the high points of my life — my friends who have done the race say there is nothing like it in the world!"

Navigation: Trimble GPS, Sitex LORAN, radar. **Steering:** Robertson autopilot, Monitor windvane.

Mike Jefferson

FoxxFyre — Yamaha 33

Homeport: San Jose

Occupation: Physicist

Age: 42

Adrenaline junky Mike Jefferson contracted the dreaded SSS TransPac bug eight years ago, but only recently could afford the time and money to pursue his dream. Previously, Mike has satisfied his thirst for adventure by climbing mountains, including several trips up El Capitan. "I like putting myself into desperate enterprises I'm not fully in control of," he says with a shrug. "When you're putting it on the line, be it on a mountain or an ocean, that's where growth and self-knowledge begins."

The "controlled danger" of crossing the Pacific for the first time is Jefferson's latest quest, and befitting his self-described Type A personality, he's thrown himself into it 110%.

"I'm paying my dues to become a better sailor," claims Jefferson, who bought *FoxxFyre* with an eye towards this race three and a half years ago. "Of course, I'd love to do well, but if I won I wouldn't deserve it! I'd say half the group is in the race to win, while the other half — including me — is in it for a 'life experience'. My goal is to finish in a reasonable time, say 16 days."

Navigation: Garmin GPS, Raytheon Loran, Furuno radar; **Steering:** Autohelm ST50 system.

Bob Cranmer-Brown

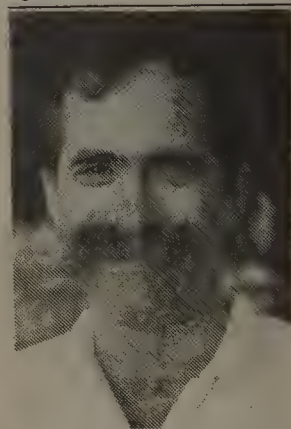
Etosha — Adler 60 ultralight ketch

Occupation: Commercial real estate broker

Homeport: Los Altos

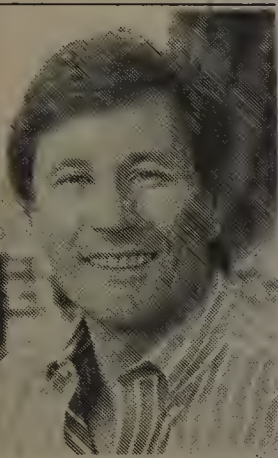
Age: 42

"My goal? To win the race and beat Bill Stange's record," says Bob Cranmer-Brown, one of the more competitive and intense personalities in this year's race. However, he's quick to concede there is a major obstacle between himself and his objective:



TRANSPAC PREVIEW

"Dan Newland will likely beat me to Hawaii by a day. He's a tough, tough sailor and he's sailing an ultra-ultralight boat built just for this race. I'd say he's in a league by himself."



To beat Newland, Bob is praying for wind, lots of wind, even though the harder it blows, the harder it is to keep the 22,000-pound *Etosha* under rein, especially once the spinnaker goes up. But, says Bob, "In less than 15 knots of breeze, even Merit 25s will pummel me!"

Cranmer-Brown has added 4 feet to both spinnaker poles. To increase his own performance, Bob's been working out to get in top shape, and packing plenty of high-carbohydrate 'fuel' — he's well aware of the physical demands that *Etosha* requires. "Food and sleep are really important, and you have to understand how to use them," says Bob. He should know. He's done two crewed races to Hawaii (one of which was *Merlin's* record-setting Pacific Cup in 1986), and two previous solo races on *Etosha*. "You have to know your body, and your limits — when to hit the accelerator and when to apply the brakes."

Navigation: SatNav and Trimble GPS; **Steering:** Alpha 3000 autopilot, Robertson autopilot (back-up).

Dan Benjamin
White Knuckles — Olson 30
Homeport: Livermore
Occupation: Safety Engineer
Age: 42

For Dan Benjamin, commodore of the Singlehanded Sailing Society for the last two years, participation in the Singlehanded TransPac is the fulfillment of a lifelong dream. "Growing up in the Midwest, I was always fascinated with the idea of crossing oceans," confesses Dan.

Unlike most of the singlehanded fraternity, Benjamin also competes in fully crewed events: he's won lots of races in the six years he's owned *White Knuckles*,

including taking the Olson 30 division in last year's NOOD Regatta. His first Hawaii crossing was also as part of a crew in the 1990 Pacific Cup.

Dan plans to handsteer with the kite up during the day, and then probably switch to a doubleheaded rig at night. "Singlehanded an Olson 30 to its rating is a real challenge," remarks Dan. "It demands 'total participation' and a lot more physical and mental effort than most of the other boats — I'll be steering and tweaking while other guys are cooking or relaxing. But that's okay, I'll be getting in a lot more surfing time!"

Navigation: Raytheon LORAN, maybe a GPS; **Self-Steering:** three Autohelm 2000s.

Bob Moore
Warlock — Olson 30
Homeport: Huntington Beach
Occupation: Electrical engineer
Age: 47

"Lately, I've been asking myself that question, too!" laughed Bob Moore when we inquired about his motivation for undertaking his first SSS TransPac. "I guess I'd like to improve my sailing skills — plus, I enjoy challenges like this. I've done a lot of running and biking marathons, and this is the same nature of event. The longer the better... basically, I guess I'm a glutton for punishment!"

To prepare for the race, Bob's been working out with weights and bicycling every day. He's attended most of the SSS TransPac seminars ("Even if I never left the dock, this experience has been wonderful. The seminars were really well done!") and more or less thought about the race continually since buying his diesel-inboard equipped Olson 30 for just this purpose three years ago.

Moore, who's been sailing seriously for 12 years now, says he'll fly a kite as long as conditions permit, with the option to switch down to twin poled-out jibs at night or when things get too hairy. "My plan is not to win the race," he admits cheerfully. "It's to arrive safely in Hawaii, and try to keep the boat upright on the way over. I doubt I'll be the first Olson 30 across the line."

Navigation: Garmin GPS, Micrologic LORAN; **Self-Steering:** Autohelm 2000 and 1000.



Jerry Huffman
Cynthia — Wilderness 40
Homeport: Manhattan Beach
Occupation: Aerospace Engineer
Age: 57

In a sense, Jerry Huffman embodies what the Singlehanded TransPac is all about — he's always there, always smiling, always willing to help out or give encouragement.

He's also a pretty darn good sailor, and one of the most experienced of the returning veterans. A lifelong 'rag man', Jerry participated in his first (crewed) TransPac in 1955; and this year's Singlehanded Race will mark his 11th trip to the Islands and his fourth Solo TransPac. Aboard his previous boat, a Cal 34 named *Pacific Childe*, Jerry took 3rd in division in '84, and 2nd in '86. Aboard his current boat, he took another 2nd and '90. Look for that Jerry's affable grin to be particularly broad if he finally breaks out of the bridesmaids' ranks this year.

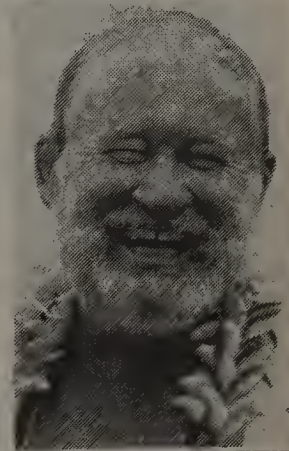
Navigation: unknown; **Steering:** Monitor windvane, Tillermaster autopilot

Hans Vielhauer
Chaparral — Cal 40
Homeport: Penn Grove
Occupation: Landscape Contractor
Age: 63

We were unable to make contact with Hans by presstime, but can tell you that he's another returning veteran with three previous Solo TransPacs under his belt, including the first and second ones ('78 and '80), as well as the 1990 race in which he took 4th in division.

Like his peers, Hans knows the value of pacing himself, yet sailing the boat as close to its potential as possible. In the 1990 race, he corrected out third over one competitor by only 1 minute, 15 seconds — and then dropped down a place when the smallest boat in the race corrected out only two hours ahead of him!

Navigation/Steering: unknown



MEMORIES OF MOONLIT

The next best thing to actually participating in sailing adventures is hearing them told — preferably in a great setting such as the Club Bali Hai's waterfront bar at Cook's Bay, Moorea. Such was the good fortune of the Wanderer and Wanderette after their honeymoon in the Leeward Islands of Polynesia. With a few extra days to kill in Tahiti, they had bumped into Caribbean friends Peter and Pila Pexton aboard the *Ocean 75 Ocean Mermaid*. Since both couples were planning on going to 15-mile distant Moorea the next morning, the Pextons graciously invited the Wanderers to join them for the short journey.

The bar at Club Bali Hai, a simple but attractive time-share operation with rooms for the remarkably low — for Polynesia — rate of \$75/night, is where the cruisers congregate at Cook's Bay. At the water's edge with a spectacular view and the anchored boats right out in front, it's the perfect place at to sit, sip and talk story. Another of the attractions is the Bali Hai has 2 for 1 happy hours several nights a week. In Polynesia, where well drinks are \$5 U.S., this is no small consideration.

The Wanderers eagerly looked forward to happy hour, as earlier they'd spotted three San Francisco boats anchored in Cook's Bay, and wanted to meet the crews to hear about their adventures. Alas, these cruisers were apparently otherwise occupied that evening, as they never showed. But happy hour wasn't a total loss, as the crews from a remarkable assembly of other boats did make an appearance. The boats were:

Ocean Mermaid, the *Ocean 75* owned by the Earl of Portsmouth. When one custom official asked, "What's this 'Earl' business?", Capt. Pexton held up his index and middle fingers up together and said, "He and the Queen of England are like this!" Somewhat of an exaggeration, it was nonetheless effective.

When a native Californian like the Wanderer hears a title such as 'Earl', his eyes tend to roll up — especially when he learns the Earl in question had a 75-foot yacht custom-built when he was a mere pup of 20. But it turns out the this Earl isn't a garden variety indolent aristocrat. For one thing, he sailed *Ocean Mermaid* around the world by way of Cape Horn. Secondly, he did an entire Whitbread Around the World Race aboard *Great Britain II*. Thirdly, he eschews roller furling on his boat on the grounds it entails a reduction in performance. It just goes to prove you can't judge a book by its cover or a man by the fact he's got a title. *Ocean Mermaid*, with a rather large crew of six, is in the middle of her second circumnavigation.

Also present were four crewmembers from *War Baby*, an S&S 61 owned by longtime sailor Warren Brown of Bermuda. She'd



It's not uncommon for people to flip over the spectacular beauty of Cook's Bay.

arrived in Moorea by way of France, the Caribbean, the Canal, the Galapagos, Easter Island, Pitcairn and the Tuamotus. Owner Brown had previously sailed her to the Arctic and Antarctica, and claims only one other sailboat has gone further north and south. Unlike most owners, Brown prefers ocean passages to idyllic destinations and stays below during daylight hours to either prevent or limit skin cancer.

War Baby was most famous during her *Tenacious* incarnation, when Jane Fonda's

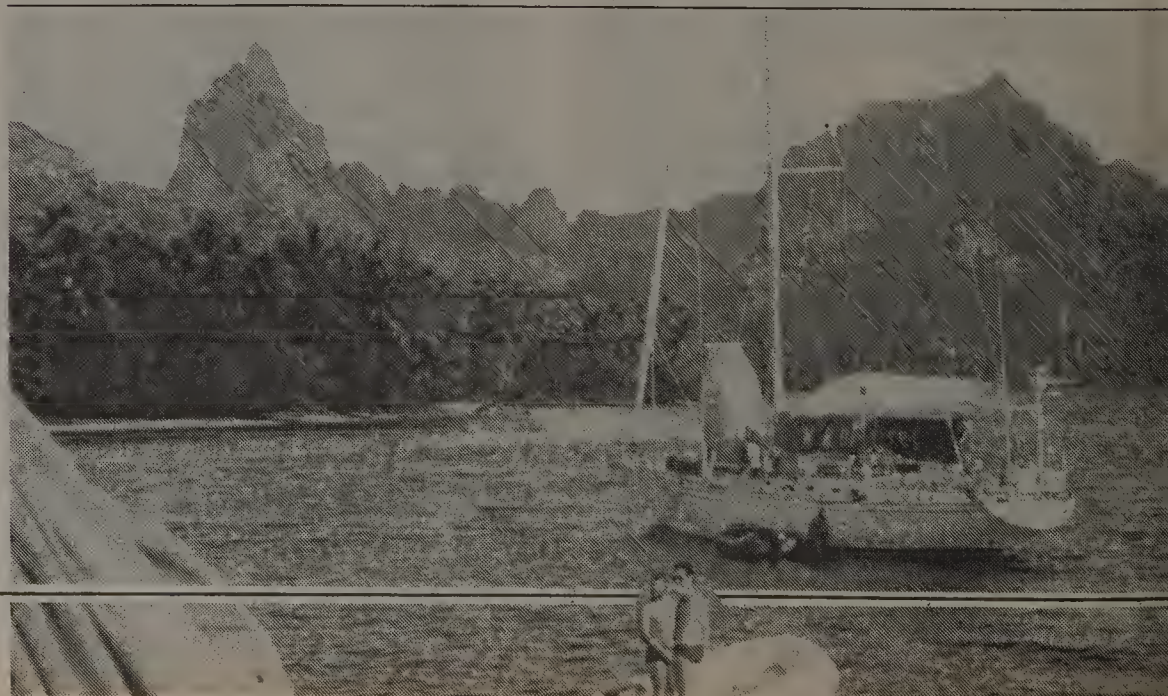
husband, Ted, raced her with great success. She was, for example, the overall winner in the tragic 1979 Fastnet Race that claimed 15 lives.

The crew of the *Nordia 60 Calculus*, Tony and Fiona, turned up a little late because they'd been out riding horses. Sausalito waterfront habitues may recall that the lovely ketch was anchored off Schoonmaker Point much of last fall. Ian, her captain at the time, delivered her to Acapulco, where he was replaced by Tony and Fiona. English owned, the brand-new looking *Calculus* is also on her second circumnavigation. Interestingly enough, her owner is said to also have an *Oyster 68* and a medium-sized Halberg-Rassy.

Rounding out the group were Phil and Bev from *Tabasco V*, the only *Baltic 75* ever built. Like *Ocean Mermaid* and *Calculus*, she is also on her second circumnavigation. By happenstance rather than plan, both of them were/are east to west, which is the 'wrong way'. The boat's New York owner has been a big supporter of Dennis Conner, and in fact Conner had to walk across the decks of *Tabasco V* in Fremantle each morning to get to *Stars & Stripes*. *Tabasco's* owner also has another boat, a new *Farr 44* that's currently being delivered from Argentina to the Northeast. Conner and Tom Whidden are scheduled to coax the boat around the buoys during a fall New York series.

"Geez," we asked the Pextons, "how often do you guys with these big boats get together? Peter laughed and explained that in the three months they've been in Polynesia, the biggest boat they'd previously

'War Baby', 'Buzzy B.' and 'Tabasco' at Opunohu Bay, as seen from the deck of 'Ocean Mermaid'.



shared an anchorage with was *Saga*. *Latitude* readers will recall she is the Wylie 60 that was built and circumnavigated by Arlo Nish. She was bought last fall by a reportedly fun-loving family of four from San Diego and is currently cruising Polynesia.

"This is very unusual," said Pexton, "and it would have been even more unusual if the other three boats had shown up." They were *Mariella*, a magnificent San Francisco-based 85-foot wood Fife ketch; *Alaskan Eagle*, an S&S 65-foot veteran of the Whitbread Around the World Race, and *Buzzy B.*, a 95-foot German-owned, French-crewed, English-registered aluminum cruising yacht.

As it was, about 15 folks from the four previously-mentioned yachts turned up at the Bali Hai bar. The unique thing was that all were either paid crew or expenses paid crew. The common factor was all had sailed many, many ocean miles, and several had given up promising 'real life' careers to do it. All were easy-going, everyday folks. There were no uniforms or stuffed shirts at the Club Bali Hai bar.

As is normal in gatherings of mostly strangers, conversations start slowly among small groups, then evolve to a single mass conversation when the stories begin. We can't remember how she came to tell it, but it was Pila Pexton who told the first one. This wasn't surprising. Having run the Antigua Charter Boat Show for the last seven years, and having been mate on *Ocean Mermaid* for the last five years, Pila probably knows as many people and stories as anyone in the industry. Since a number of the others present were veterans of the Caribbean charter trade, reminiscing about that area was only natural.

"Does anybody remember the New Year's



The Club Bali Hai — a pleasant but quiet place where cruisers at Moorea tend to congregate.

Eve in English Harbor," she asked, "when at about midnight a bunch of guys were sitting around drinking champagne and shooting off expired flares? I don't know if the one guy was trying to shoot a flare into the water or shot wildly because he'd been drinking, but one flare rocketed into the hull — just below the waterline — of the 90-foot wood motorsailer *Providencia*. It must have been a powerful flare, because it put such a big hole into the boat that she started taking on water faster than her pumps could get it out. So here it was, midnight on New Year's Eve, everybody a little looped, and this 90-foot boat was quickly sinking in the middle of the harbor. Fortunately, the crew of a 175-foot schooner loaned the hapless crew a gas-powered portable crash pump that was able to keep up with the inflow of water. Even so, people had to run all over the island to wake-up the Antigua Slipway crew so they could haul the boat before she sank!"

When Phillip Wilson, skipper of *War Baby*, revealed their anchor windlass had been ripped off the deck as a result of the chain wrapping around a coral head at Easter Island, the conversation turned to tales about problems with ground tackle and windlasses. There were several.

Peter Pexton remembered a fellow captain who was sailing a big boat from Edgartown back to Newport, Rhode Island with the owner aboard. "It was blowing about 35 knots with big seas as they charged

over the relatively shallow water. Then, for reasons unknown, the windlass gypsy came loose. Down went the anchor and out played the chain. I don't know what kind of anchor they had, but it stopped the boat on a dime. You can imagine the mayhem that followed."

"That reminds me of a time I was on a beach in Venezuela with some cruisers," said Wilson. "A little boy and his dad were building sand-castles when the boy looked out toward the boat and asked, 'Dad, why is our boat leaving?' The dad looked out and saw the anchor and chain clanging aboard by themselves. He rowed like mad out to the boat, but by the time he got to her the forepeak was in flames. It turned out there had been a short in the windlass solenoid, which caused the windlass to activate itself and eventually overheat and catch fire."

"I remember something similar," said Phil, an Aussie who has been the captain of *Tabasco* for five years. "There were a bunch of guys from a Swan 65 anchored in English Harbor who had gone in for dinner at Pizzas in Paradise. When they came back out a few hours later, the boat wasn't where they'd left her. They frantically searched among all the boats in the harbor trying to find her, but in vain. So they got a bigger dinghy and started searching the south coast of Antigua. They found her way down by Cades Reef. Assuming she had been stolen, they circled cautiously several times, but nobody was aboard. Indeed, there wasn't any sign that anyone had been aboard and nothing was missing. Baffled by the mystery, they motored back to English Harbor, reanchored, and went to sleep. Two hours later they heard the distinctive 'clank, clank, clank' of the anchor coming up. They dashed on deck and found nobody there. Mystery



Aussie Phil of 'Tabasco' headed for the BBQ. This is his second time around the 'wrong way'.

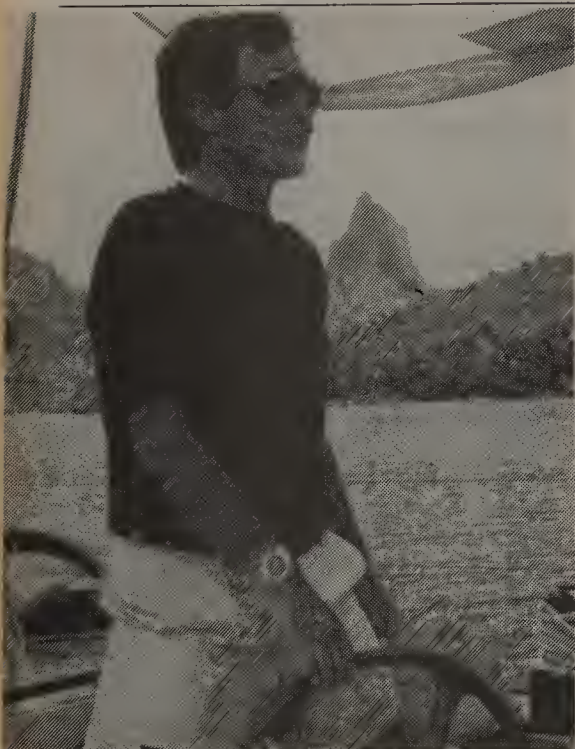
solved, it was another case of a solenoid shorting out."

Now you know why underwriters want on/off switches for windlasses.

A majority of the folks present at the happy hour had done charters, so a couple



MEMORIES OF



Capt. Peter Pexton guides 'Ocean Mermaid', a proper yacht, into an anchorage between the reefs.

of those well-worn tales were dragged out and flogged. The one, for instance, about the guest who asked, "Are these islands here year round or just in the winter?" And the other about the fellow who inquired, "Just what is it that keeps these islands from floating away?" Charter captains have heard it all — often from charter guests who live in luxury condos among the dark canyons of Manhattan.

But Peter had a charter story most hadn't heard before.

"A female charter guest came on deck one morning with three jars. 'What are those for?' I asked. 'Oh,' she said, 'I just love the different shades of blue water you see here in the Caribbean. I'm going to fill each jar with a different shade and then take them home as souvenirs.' The woman was very nice, so I tried to be diplomatic. 'I think', I responded, 'the different colors are actually a result of the different depths of the water.' 'Oh,' the woman said. Having fallen silent for a few minutes, she then asked, 'Well, would you please dive in and fill each of these jars from a different depth?'"

Had such a series of stories been told among a similar group in Mexico or the Caribbean, where the beer and rum flow freely, the crowd might have become quite raucous by now. But in French Polynesia, where drinks are so dear, nobody had ordered more than two. Very few people could afford to be alcoholics in Moorea — which might not be such a bad thing.

In any event, Pila ended the evening with the tale that received the biggest response. Although it had happened to a friend, she told it in first-person:

"It had been blowing really hard out in the Atlantic, and we had barely made it into

shelter at Beaufort, South Carolina. While we were safe, we were worried about the boat we'd been sailing with. We waited and worried, but much to our relief they finally entered the harbor. They dropped what little mainsail they still had up, at which point we expected them to come right over and tie up next to us. But all of a sudden they started heading off in one direction, then another, and then another. It was still blowing about 35 knots in the harbor, and even after looking through our binoculars, we couldn't figure out what was going on. Finally, they got the boat tied up and we met them in a waterfront bar. 'Well?', we asked. 'F--king greenhorn kid, I've already kicked him off the boat!' replied the furious skipper. 'First, he made an uncontrolled jibe offshore that nearly cost us the rig. Then when we came into the harbor and were getting ready to tie up, I said, 'toss the fenders over the side.' So the jackass took all the fenders and threw them overboard! We had to chase all over the harbor to recover them."

Groups that enjoy each other's company naturally like to meet again, so a beach BBQ was planned for late the following afternoon at Opunohu Bay, just around the corner. Everybody from the previous night attended as well as about another 10, two of whom were the French captain and mate from *Buzzy B*.

It turned out to be as spectacular a late afternoon and evening as the Wanderer and Wanderette could remember. The air was soft, the sunset pastel hues of orange and yellow, the temperature ideal. There was plenty of fuel for the fire — dried palm fronds go up like the Oakland hills — and there were no annoying flies, mosquitos or no-see-ums. The air was so clear and the moon so full that it was bright enough to read in the 'dark' — except when the 50% eclipse occurred. By chance, a local freelance astronomer happened by and gave dissertations on eclipses and other celestial subjects. He wasn't the only drop-in guest. About sundown a couple of friendly but reserved Moorean kids stopped by and decided that a beach BBQ wasn't really a beach BBQ without some music. They reappeared a short while later with a big boom box and Bob Marley.

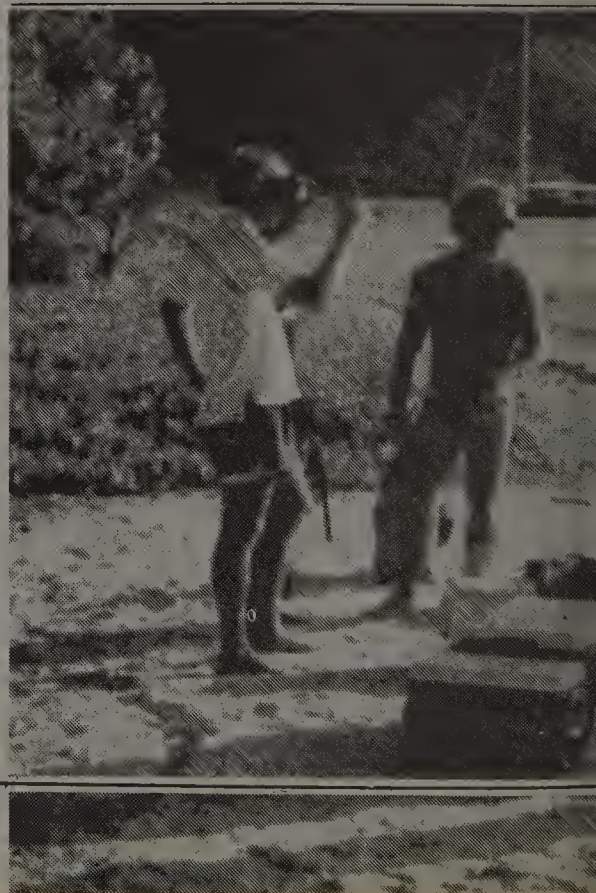
There were 26 of us on the beach, just three of us were Americans. There were more Aussies, French, English, South Africans and Tahitians. All the boats but *Tabasco* were foreign owned — and most remarkable — the nearest owner was 10,000



A little mixed bondage is a great ice-breaker that gives everyone a chance to get acquainted.

miles away and not expected anytime soon. Nonetheless, it was from the owner's stores that the BBQ makings came: marinated meats, fowl and fish, hot dogs, French sausages, salads, pastas, baguettes, beer, wine and Pimms. We felt a little awkward, being unable to contribute. But apparently if you run a big boat with four or five crew, it's only to be expected. In any event, it was far too lovely an evening to be tormented by guilt.

Pila later explained that both she and Peter — and the other captains — felt



fortunate to be paid for taking a boat through the Pacific. "Anybody who is reasonably good can get a boat to run back and forth between the Caribbean and the Med. What all those captains dream about is a paid position in the Pacific — they'd all jump at the chance."

Tony and Fiona of *Calculus* were a good example. They were running a Swan 651 — a very nice boat — when the owner called and offered them *Calculus* in the Pacific. They took it without hesitation.

"Owners don't even have to pay captains on boats going to the Pacific," Pila continued. That was indeed the case with *War Baby*. 'Marvelous Marv', originally of Seattle and more recently of Bermuda, said, "All any of us get is provisions. If I drink a beer onboard, it's free. If I order a beer on shore, it comes out of my pocket." Marv said the owner had absolutely no trouble finding good crew, even though *War Baby*, an ex-ocean racer, is rather spartan.

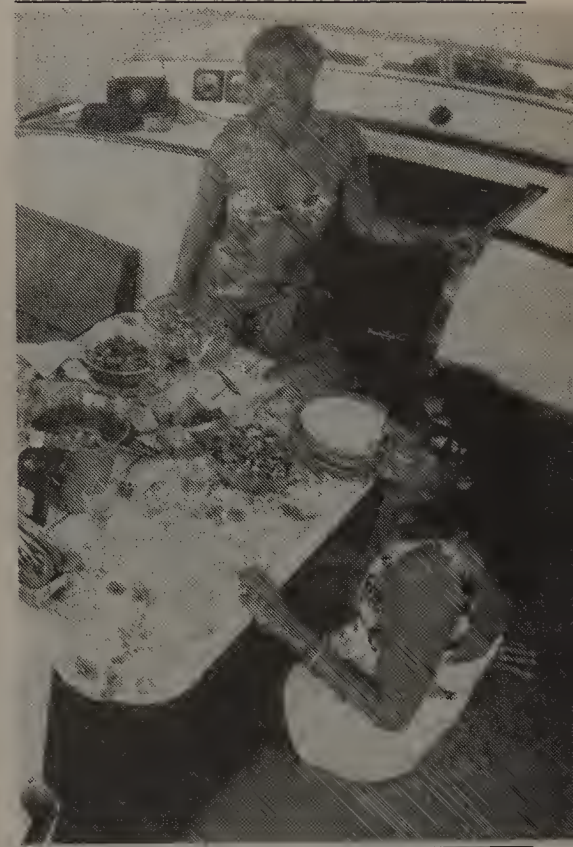
Being paid to run a boat in the Pacific is, like getting paid to play professional basketball: great work if you can find it. Admittedly, Michael Jordan makes a few more bucks than the average professional skipper, but professional skippers play in much nicer 'stadiums' and rarely get hounded by the press.

The biggest problem with being a professional skipper or mate is that it's hard to have a family. Although most owners of

large yachts rarely visit for more than six weeks a year, they are wont to have screaming babies as part of the crew. Thus professional sailors are either doomed to not having families or having to often leave them behind. The Pextons imagine they'll probably do a couple more years at sea, then move ashore to start a family. Which means, in the words of Pila, "these are probably the best days of our lives for quite a while".

For those desirous of being a professional skippers, the normal way is to start at the very bottom and work up. The Caribbean, because it's the center of big activity, is probably the best place to start. Skippers-of-the-future show up in Antigua a couple of weeks before the December Antigua charterboat show. Unless well-heeled, they do any kind of grunt work for little or no money just to get a boat to sleep on. Then they work harder and longer than others, and network like crazy. Fortunately, the cast of Caribbean characters is ever-changing, and many aspirants drop by the wayside, victims of lassitude and/or the all-too-human proclivities to party rather than work. Reliable, industrious, personal crew usually stand out rather quickly, and thus those captains and owners who might not have given a candidate the time of day two weeks before, are soon searching them out.

In reality, probably the best way to enjoy paradise is on one's own boat. True, someone else won't be paying the bills and you're probably not have the luxuries you



Pila and the Wanderette. You have to enjoy the good life while you can, because it doesn't last forever.

otherwise would. But you do get to have a family and to enjoy the freedom of going when and where you want. Besides, you'll never be cursed with boat envy, brought on by having slaved over a boat for years, which can make you think the owner's boat should rightfully belong to you.

Having your own boat in the Pacific is far from an impossible dream. The *Wanderer* and *Wanderette* saw simple, stout reasonably roomy offshore cruising boats that could have been bought used and outfitted in California for \$50,000 or less. A strong hull, a good rig, a diesel engine, a watermaker and a GPS — that and a few skills and a lot of courage and you'll soon find yourself on your own boat in Cook's Bay.

Romantics need to be reminded that places like Moorea often lack some of the achievements of modern civilization: pollution, stress, drive-by shootings, MTV, looting, filth and presidential campaigns. There is some consolation in that they do offer tranquility, spectacular beauty, friendly people and a reasonable pace of life.

'Chucking it all' for a life in 'paradise', it should be noted, isn't the answer for very many people. But who's to say that a couple of years, or maybe six months out of every 12, is such a bad thing. Certainly not the *Wanderer* or *Wanderette*, who were most impressed and intrigued by this, their first — but certainly not last — visit to French Polynesia.

— latitude 38



"This looks like a good place to have a BBQ." It was the understatement of the year.

BARCELONA

When was the last time a woman was the only Bay Area sailor to attend the Olympics? Give up? Hey, don't worry — before now, it's never happened. Pam Healy of Point Richmond, who's crewing for San Diego's JJ Isler in the women's 470 class,

as skipper of her team. Pam, who was 25 at the time, figured her Olympian days were over, and landed a job with an ad agency in

ment each other, as well. While JJ tends to be high strung, Pam can stay cool even under intense pressure. He cited one regatta where the boat's rudder popped off with 30 seconds to go before the start. While JJ frantically worked to thread the pintles back into their gudgeons, Pam calmly kept the boat balanced and the sails trimmed to keep them on starboard tack. They got it together and were quickly back in the race.

Craig admits that Pam's big concern was that they'd spend all this time and effort for nothing. Craig, for example, was the number one ranked Finn sailor in the country for three years, but he never went to the Games. After Pam and JJ convincingly won the 470 Worlds in Australia last winter, though, she began to see that even if they didn't make the Olympics, they had achieved something notable.

Also helping them at the trials (and scheduled to be with them at Barcelona) was their coach Dennis Jones, the mainsheet trimmer on the recent America's Cup challenger *Spirit of Australia* and a 470 racer himself. He's helped both with the boat preparation and looking at the big picture. For example, he recommended that Pam start running before she took off for Europe. An aerobics dance enthusiast (she trained at San Anselmo's Elan Fitness Center), Pam wasn't going to have a studio available to her on the road. By establishing a program of running and jumping rope, she can maintain her conditioning during the next two months of travelling.

Pam's parents, John and Mary Poletti of Marin, deserve credit for their role in her success. They started her sailing in the family Cal 20 at the age of four. The youngster got the finest sailing education the Bay Area can offer under the tutelage of Hilly and Connie Stong at the San Francisco YC, the Trumans



COURTESY PETER ISLER

Pam Healy and JJ Isler.

has the honor of being our first female sailing Olympian. She's also the only Bay Area sailor to make the team for the Barcelona Games, which run from July 27 to August 4.

Of course, by the time we got our act together to call Pam and talk to her about her Iberian adventure, she had already departed for Belgium to compete in the European 470 championships in early June. From there she and JJ will travel to Masnau, a seaside village where the U.S. Sailing Team has set up a pre-Olympic training camp.

Unable to get the story straight from the source, we figured we'd do the next best thing: talk to her mother and husband. Craig Healy has quite a competitive sailing background of his own, having finished eighth in the 1980 Olympic Trials and sixth in the 1984 Trials in the singlehanded Finn dinghy. He owns several Laser and Finn titles and has been a regular in recent years on the International 50 Foot world tour as a tactician. Although he wishes he was going to Barcelona himself (Pam wanted him to campaign a Soling, but his dental practice takes up too much time these days), Craig is more than proud of Pam's accomplishments. "She made it all happen," he says.

Pam's route to the Olympics didn't follow a straight line, according to Craig. In 1988, she took fourth in the Women's 470 Trials as crew for Sue Blackman. JJ took fifth

San Francisco. In the summer of 1990, JJ, who has been a good friend of Pam's since they were in high school, thought they should give it another try, this time together. Pam agreed only if it didn't mean the end of their friendship. "More than a few people have come through an Olympic campaign and never wanted to speak to their teammates again," says Craig.

The women chartered a 470 for the 1990 world championships. They practiced for only three days and ended up sixth overall and top Americans. What's more, they had fun doing it. In January, 1991, Pam made up her mind to go at it full time, so she quit her

job and mapped out a workable program with JJ. "Their big strength has been their ability to get organized, both in sailing and fundraising," says Craig.

He adds that their personalities comple-

and the Kleins at the Richmond YC and Packy Davis at the St. Francis YC. At the age of 9 or 10, Pam received the Hal Cunningham award at Richmond for being the most enthusiastic young sailor. Four years later

Without telling her parents,
Pam asked to be excused from eighth grade
graduation to compete in a Laser regatta.



GERI CONSER

she went to the principal of Ross Grammar School and — without asking her parents first — asked to be excused from eighth grade graduation in order to compete in a Laser regatta.

"She had gone to this school for nine years and she already had a graduation dress," says Mary. "I thought it was pretty unique for her to do that, and that maybe we shouldn't put a lid on her interest in sailing."

Pam made her high school graduation at Redwood, but left immediately thereafter with JJ to go sailing. At UC Irvine, where she majored in humanities and took a second (to

Pam (on the wire) and JJ doing what they do best. Go USA!

JJ, representing Yale) in the 1985 single-handed intercollegiate nationals, she again missed the cap and gown celebration to attend a race.

Pam's dedication to sailing and the combined experience that she and JJ have gathered were the keys to making the Olympic team. "They understood the sacrifices involved," says Mary, "including the time, stress and emotional strain." At the American Trials In Newport Beach (California) this

spring, the sailors requested that none of their family members attend. Having been at the Trials before, they knew that even the best of well wishers could divert their focus. "They asked for the kind of support they needed," says Mary, "not what people wanted to give."

Financially, the pair drew wide support. Foundations such as the SF Bay Sailing Association, the St. Francis Foundation, the Cove Foundation (SFYC) and the California International Sailing Association all helped raise the money they needed for the 18-month effort.

Perhaps most outrageous was their big fundraiser held in San Diego last November during the early phase of the recent America's Cup campaign. (JJ's husband Peter Isler was the Cup color commentator for ESPN). All of the challenger and defender teams made donations and bought tables at the auction, which started with America's syndicate head Bill Koch bidding \$1,200 for some gear from Dennis Conner's 1987 Cup-winning 12-Meter *Stars & Stripes*. After placing the top bid, Koch jumped onstage and donated the gear back for another round of bidding.

Some of the most spirited bidding took place when sailing lessons by Dennis Conner were announced by auctioneer Jim Kelly, also of ESPN fame. Koch made an aggressive bid, but soon found himself countered by members of DC's crew. They weren't too eager to have their skipper give away any advantage. Koch eventually prevailed. Although no one quite knows whether the 'lessons' were actually given, in retrospect, the S&S crew were obviously well justified in their fears.

So now it's up to Pam and JJ to play out their hand in Barcelona. And this time, their families will attend. Pam's entourage will include her parents, her younger sister (who's been working in Budapest) and Craig. The latter expects part of his role will be to act as a buffer between Pam and the outside pressure. "The mental challenge will be their biggest obstacle," he says. That challenge won't be made any easier by already high expectations: In the '88 Games, the first year for a Womens' 470 Division, the American team of Lynn Jewell and Allison Jolly took the gold.

Given their performance so far, however, the '92 Womens' 470 team looks up to meeting whatever challenge is thrown in their path. Our congratulations to Pam and JJ, and our best wishes. The eyes of the Bay will be watching with interest and pride.

— shimon van collie

BEHIND THE SCENES:

Sitting around the old editorial story table recently, "Mr. Ed(itorial)" and I were trying to figure out how to generate some reader mail. "How about some patriotic screed on why we shouldn't be buying Japanese electronic gear?" I suggested. "Nah." "What about an inside expose correlating the increased volume of phone sex calls with rising berth rates in the Bay Area?" "Nah." "Okay, what about a story on all the folks who contribute their time and energy to racing and sailing on the Bay and never get much recognition?" Mr. Ed's eyes lit up. "Bingo! We'll never get all of them in one story and people will flood our PO Box with the ones we left out!"

So here we are, faithful readers, ready to present our unsung heroes of the Bay. Our selections are mercilessly subjective, which makes us no different than any other organization that gives out awards of recognition. The envelopes, please....

Patrick Andreassen went full time as the St. Francis Yacht Club junior sailing director in December after spending five years as a part timer. In addition, he founded and now chairs the Northern California Youth Sailing Association (NCYSA), a regional organiz-

class and singlehanders Trevor Gleadhill and Rebecca Harris. Andreassen also found the time to get married a month ago to the former Kathy Mahaffy, a Canadian Laser sailor he met on the regatta circuit.

"When I was growing up," says Patrick, "there weren't many programs for juniors. We just went out and got beat up by the bigger kids and wondered what happened. Since then I've wanted to speed up the learning process for young sailors."

That task involves considerable time on the phone, going to meetings and mailing schedules and information to the junior program directors in the Bay Area. One good tool has been NCYSA's regatta clinics, four of which are held each year. The two-day events feature high powered dinghy sailors who teach and interact with the participants on Saturday, followed by a regatta format on Sunday. The clinics are open to any junior who can get there with their Laser or El Toro.

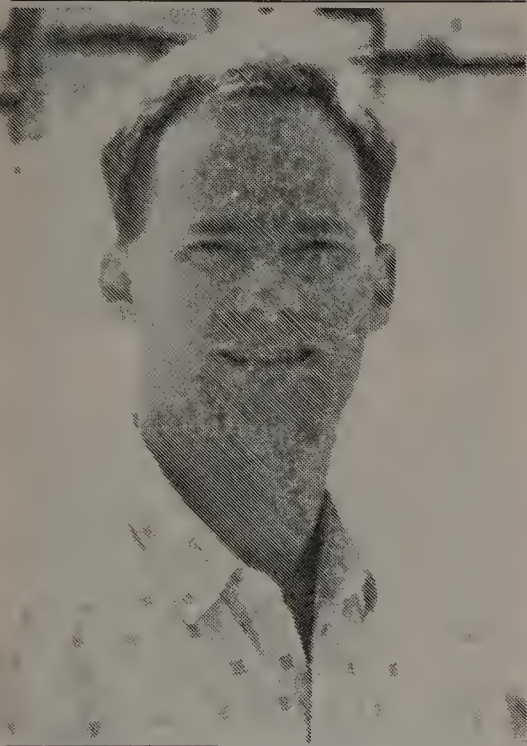
Susan Isble has been the race secretary at the St. Francis YC for the past four years, working directly with the Bay's race managing maven, Matt Jones. In her office atop the Cityfront seawall, she administers the regattas that jam the club's calendar from

details that need to be handled for these events. Variety is the spice of her working life, although the head-spinning pace can be hectic at times. "I tracked my work for a while," she says, "and I literally change what I'm doing every fifteen minutes."

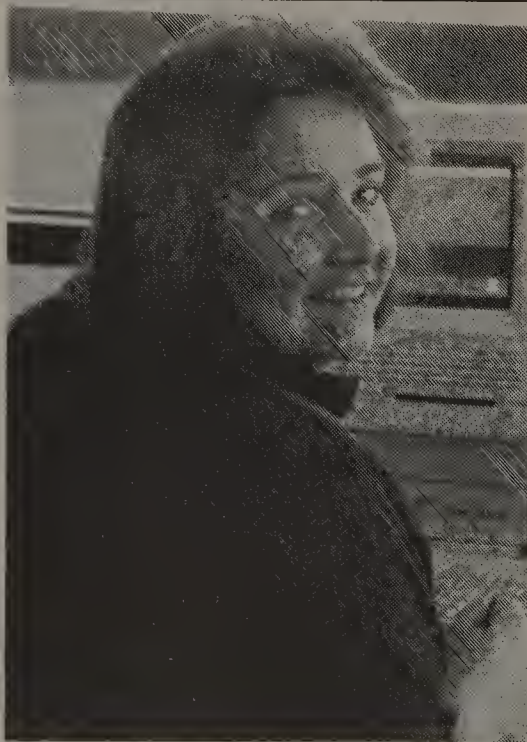
For someone who still doesn't know what a jibe mark is, Susan has picked up a fair amount of sailing knowledge just through the paper work. In fact, she's never even been on a sailboat. That hasn't dampened her appreciation of sailors as a "fun group of people," and she especially likes international championships series like last year's Mistral Worlds which drew competitors from many countries. Her only request is that people get their entry forms for regattas in earlier to avoid the hectic last minute rushing around.

Roger Eldridge has had a pretty illustrious racing career, and he can still be a threat in his Ranger 23 *Last Chance*. Did you realize, though, that he's a judge for the International Yacht Racing Union (IYRU), a senior judge for USSA and an umpire for the national group as well? He also spent 15 months organizing the Etchells World Championships held on the Bay last October.

Perhaps the bulk of Roger's volunteer time over the past 20 years, however, has been with the local and national appeals committees. He started back in 1969 when

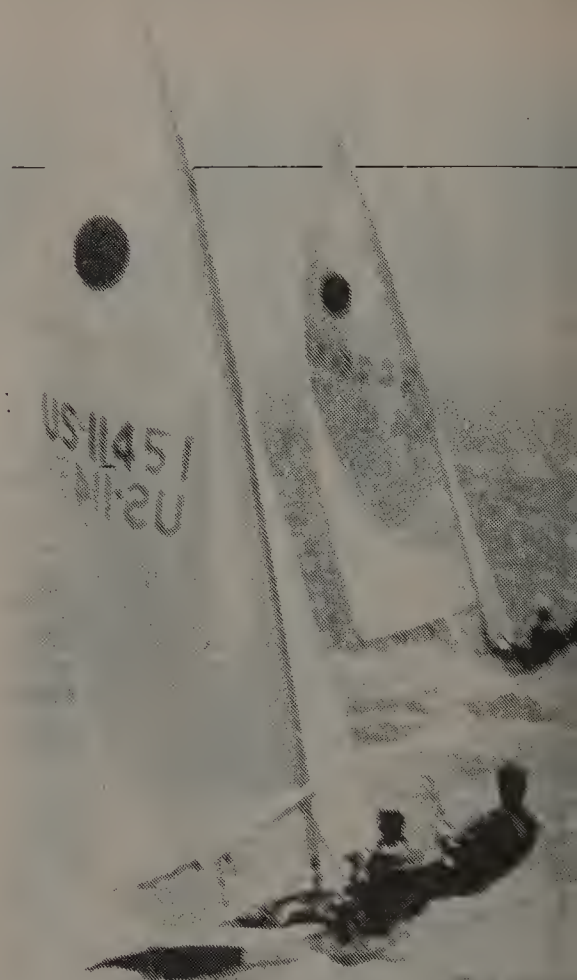


Above, junior sailing guru Patrick Andreassen. Right, the ever-patient Susan Isble.

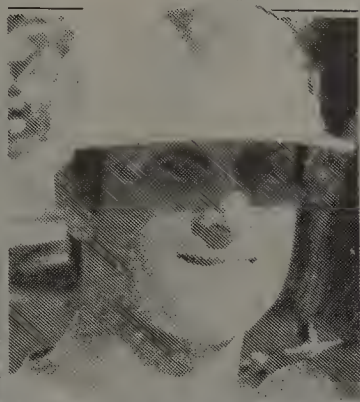


ation that coordinates sailing for youngsters 20 and younger. Patrick also serves on the U.S. Sailing Association (USSA) committees for youth championships. In his spare time, he's been coaching Olympic hopefuls like Morgan Larson and Paul Kerner in the 470

March to October, the biggest of which are the Big Boat Series, the National Offshore One Design (NOOD) and the Memorial Day Weekend (formerly Volvo) regattas. Susan processes registrations, phone calls, sailing instructions and the thousands of other



THE BAY AREA'S UNSUNG HEROES



Great balls of fire! Scott Rovanpera hopes to sail his 'Ball' more often now that he has retired from active duty with SBRA.

the late Jack Feller, a master rules man, was in charge. Back then, the local committee had to deal with as many as two dozen appeals annually, many of them the result of race and protest committee screw ups. Feller organized the original YRA protest management seminar in the early 1980s. When he died soon thereafter, the torch was passed to Roger and Bob Thalman. Not without some pride, Roger notes that the training has helped. This year, only one of the four appeals heard by the local committee was related to committee error.

Scott Rovanpera has done so much work for the SBRA that they've named a regatta in his honor. "The fact that they call it the Rovanpera 'Memorial' does bother me a bit, though," he says. To earn this honor, Scott spent a dozen years on the board of SBRA as chairman, secretary/treasurer and director. "I was like a tree," he adds. "I just rooted myself in the organization."

Working at a job (caretaker for a water treatment plant) that allowed him plenty of time to type mailing lists and organize regattas, Scott served as the glue that held SBRA together. Working closely with Kers Clausen of the Richmond YC, they tried to steer SBRA on a similar course as YRA,

providing service to those who sail dinghies on the Bay and inland lakes of Northern California.

Among his proudest accomplishments, Scott developed a regatta management committee for SBRA. Rather than scrambling to borrow equipment for races, he got money together to buy marks, flags, shapes and other gear. He also convinced yacht clubs to take over the annual Clear Lake regatta, which has been held annually since 1946. In addition, SBRA has taken over the elimination series for the USSA Junior Championships, and started the successful "Sail A Small Boat Day." The most recent version, held at Richmond, drew almost a dozen different classes of boats and 80 interested participants. "For the SBRA to provide this type of service for only \$20 a year entry fee is pretty hard to beat," says Scott.

A switch to a different job has forced Scott to cut back a bit on his work for SBRA. He's also spending more time with his family now, although he's still racing his Fireball dinghy and acting as the national class secretary/treasurer.

Lynette Harter is one of those to whom Rovanpera has passed the torch. In addition to being vice commodore of Island YC, Lynette has been the race management officer for SBRA for the past three years. She

schedules and coordinates regatta advisors and technical advisors. The former are SBRA fleet members who help clubs write announcements, register sailors and present awards. Technical advisors are representatives from each fleet with whom the race committee can consult on the water about things like changing a starting sequence if conditions warrant it.

Lynette's also a certified race manager with the YRA. Among the feathers in her cap has been the development of a race program for Half Moon Bay YC. Starting three years ago, she trained club members to run races and put on regattas. Now the club hosts a regional multihull series, Friday night races and ocean contests. "They told me they wanted to participate more than just being a destination club for the YRA's ocean races," she says.

Blake Middleton has been the director of sailing at Stanford University for the last six years. His job description includes coaching the intercollegiate sailing team, managing the school's instructional sailing program and fundraising. Sailing receives no money from Stanford, which means that Blake has to "raise my own salary every year," in addition to all the other operating expenses.

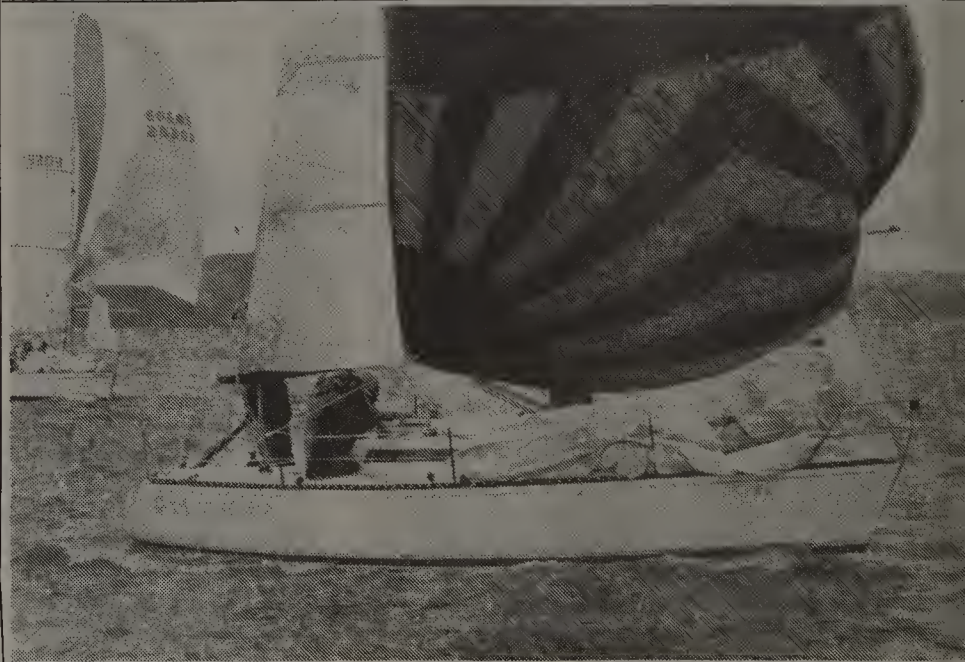
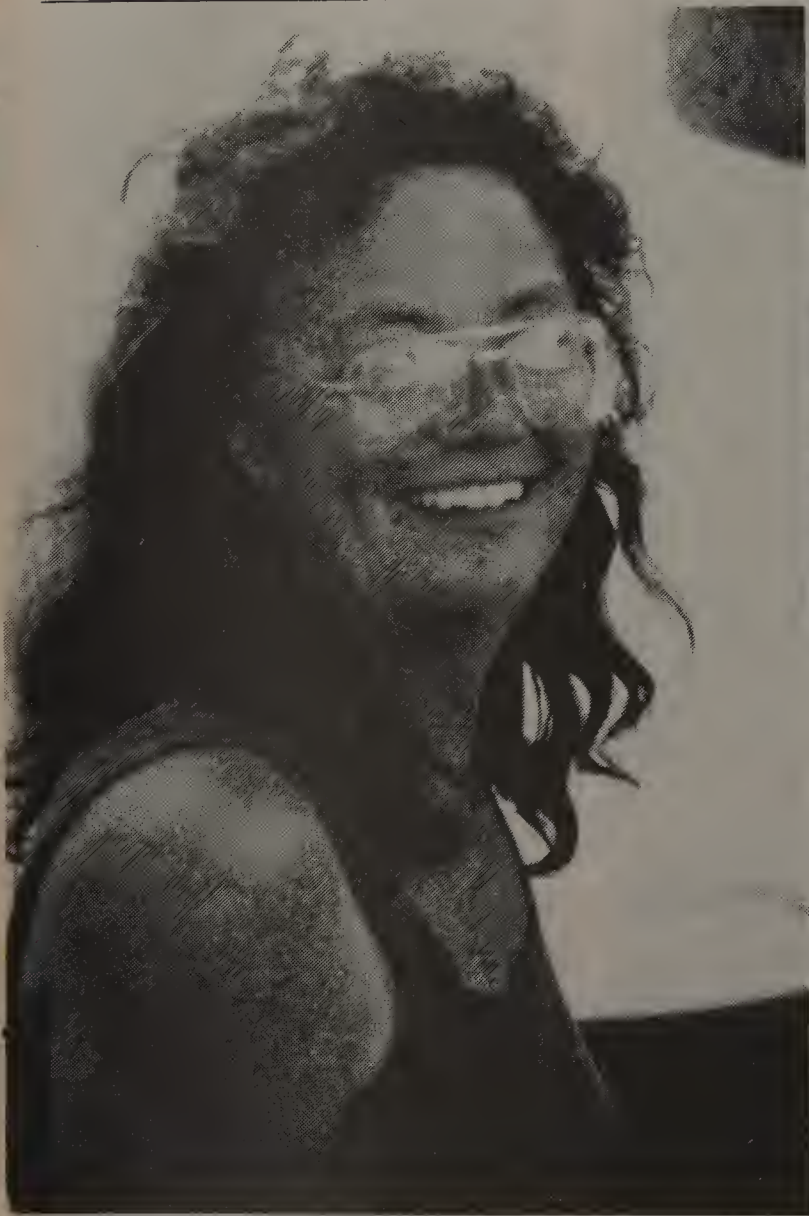
To give you an idea about the scope of the Stanford program, there are 35 sailing and windsurfing classes held each year with total enrollment somewhere in the 800 range. Windsurfing 101, in fact, is probably the most popular course on campus, although classes are held on Felt Lake on the other side of 280 from The Farm. The sailboat facility operates in the shadow of the big salt pile in Redwood City, and they have keelboats berthed around the Bay. Students and faculty can also be part of the Stanford Sailing Association, which brings the total number of sailors under Blake's supervision to about 1,000.

For the past four years, Blake has also run the summer instructional program at Encinal YC. He began teaching in a fleet of El Toros that were totally sponsored by local businesses, and now he's more of a coordinator for the certified teachers who've come into the program. Attendance has risen to 80 kids each summer and the program is open to the general public. Blake will also be the principal race officer for this year's USSA Team Racing Championships (the Hinman Trophy) at Encinal YC.

Bobbi Tosse ranks as the East Bay's doyenne of race management. A sailor since the mid-1970s, it wasn't long before Berkeley YC's Dave Simpson had her working as a "grunt" on the race committee.

BEHIND THE SCENES:

COURTESY BOBBI TOSSE



ALL PHOTOS LATITUDE 38 EXCEPT AS NOTED

Bobbi has since worked her way up to vice commodore of the club and co-chair of the Metropolitan YC/BYC midwinters with John Monroe, as well as the on-the-water director of BYC's annual Wheeler Regatta. And just in case she tries to get any work done (she's a CPA), Bobbi's the treasurer for the Pacific Cup and a club delegate to the YRA. "I go to a lot of meetings," she says. Fortunately, she's also a regular crew on the Ranger 37 *Wildfire* and skipper of her own Coronado 25 *Naressia*, which tied for first in this year's midwinters.

Bob Thalman's place in the local racing scene puts him in the league of the Olympian gods. Okay, maybe that's a little strong, but this is the guy who helped start YRA's race management and protest management programs, who's been on the YRA board since the 1970s and who just completed a two

On this page, clockwise from left: Bobbi Tosse, Dave Few, Lynette Harter and 'Screamer', Dick Horn's boat (sorry, we haven't seen Dick lately).

year term as the YRA chairman. Not only that, he heads the YRA buoy committee, which means he's responsible for making sure that the 13 private buoys maintained by the YRA are there when you're looking for the weather mark on Saturday afternoon.

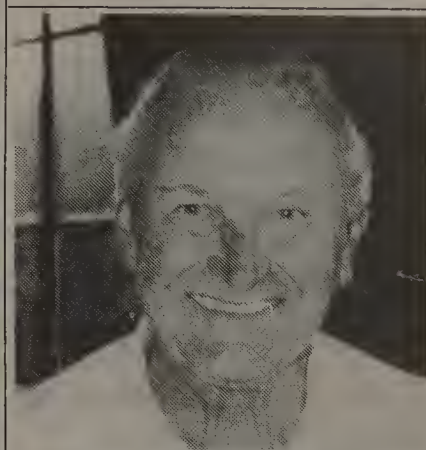
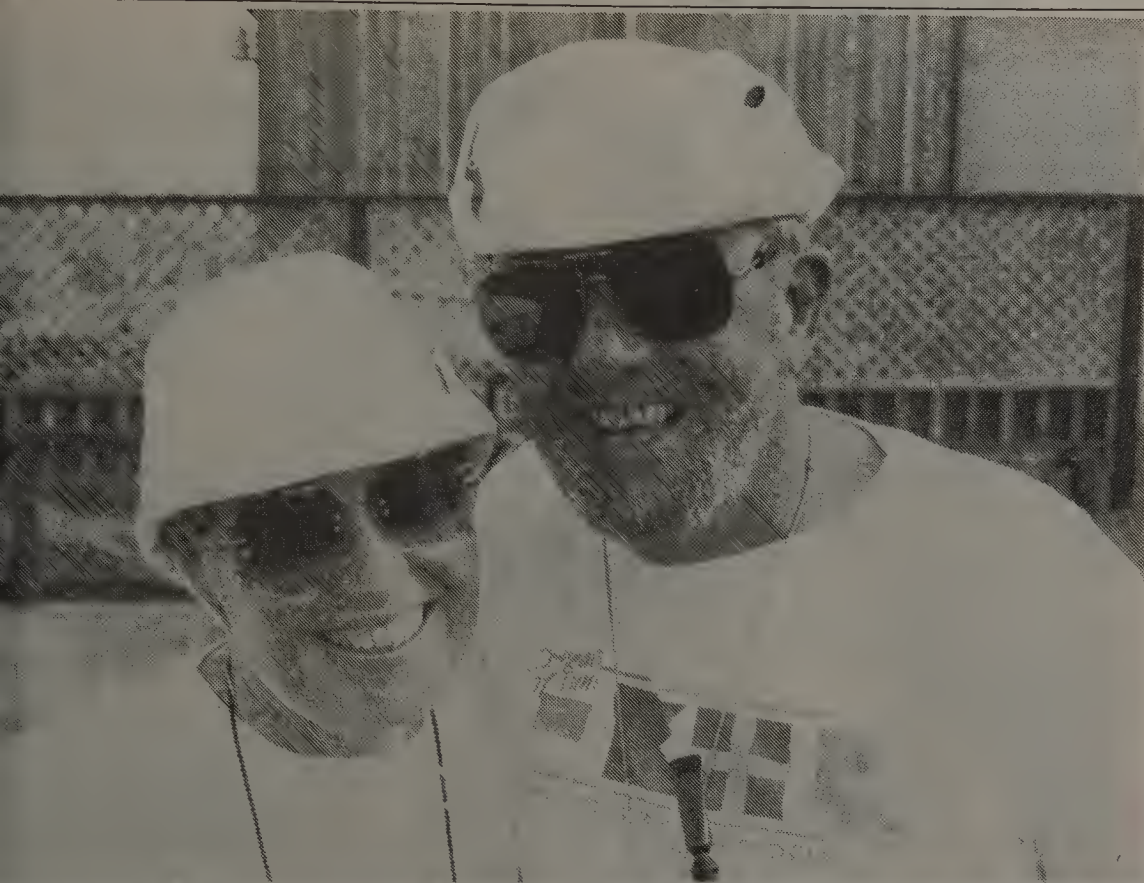
Bob's buoy career started in 1985 when several marks of the Olympic Circle were missing and others needed attention. Working with folks like Paul Kamen, Tom Allen and Roger Eldridge, Bob rounded up the 58-inch spheres, had them painted, found ground tackle and dropped them in the water on December 21, 1985. "It was a real project!" he recalls.

While the others went on to other jobs, Bob remained on the buoy patrol. His

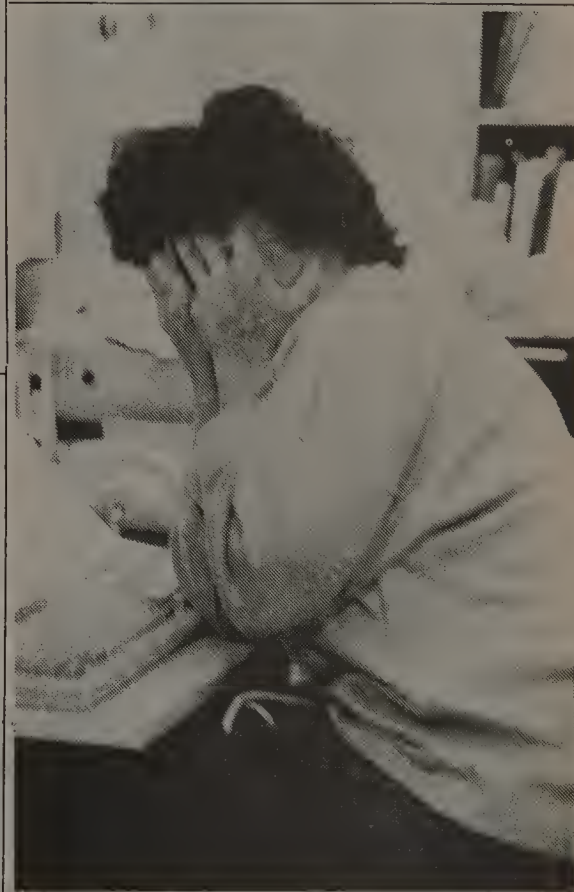
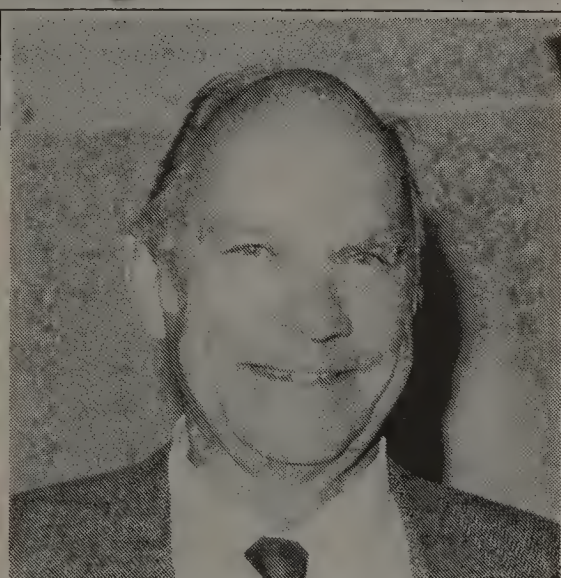
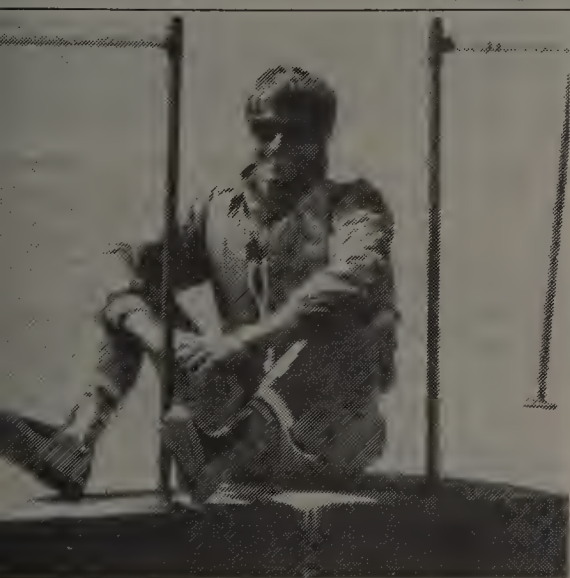
nemesis has been the Yellow Bluff buoy, which sits over a 150-foot deep canyon and gets exposed to wind, tide and disgruntled fishermen on occasion. The mark's anchor and tackle consists of three 750-pound train wheels and 300 feet of 10-pound-a-foot chain. The term "dropping the mark" really doesn't do justice in this case.

Bob's work with the race and protest management seminars shouldn't be overlooked either. Both started in the early 1980s and Bob worked closely with Tom Allen and Roger Eldridge again to make them successful. Over 500 people have completed the race management program and a little less than half that number have completed the protest management seminar. Bob enjoys the fruits of his labor when he gets out to campaign his own boat, the *Knarr Gannet*. "People who ran races on the Bay used to do some really bad things," he says, "but we've

THE BAY AREA'S UNSUNG HEROES



COURTESY ROGER ELDRIDGE



Clockwise from above: Bob Thalman, Blake Middleton, Jeanine and Bill Ryan, Roger Eldridge, and a camera-shy Lauren Arena.

provided a forum for race managers where they can talk about how to be better. We're seeing the results now."

Bill and Jeanine Ryan sailed Flying Junior dinghies for ten years out of Foster City and the San Jose Sailing Club during the 1970s. At a certain point, they wanted to give something back to the sport, so Bill volunteered to be on the Small Boat Racing Association (SBRA) board. The organization got two volunteers for the price of one. "We do everything together!" says Bill.

In the early 1980s, the couple lent a hand when one of the Bay's original unsung heroes, Howard Robinson, suffered a stroke and needed help getting out on the water to record races for the now-defunct Small Yacht Racing Association (SYRA). Bill and Jeanine soon became involved in hoisting flags, recording finishes themselves and sitting on

some protest committees. They liked the work. When the Yacht Racing Association (YRA) started offering race and protest management seminars around that time, they took to it like kids to Disneyland. "We went berserk," says Bill, "and they just kept asking us to do more." They became two of the early qualifiers for the YRA's Certified Race Officer (CRO) program and have become somewhat famous for their lectures on "How to stay out of trouble while running a race and what to do if you get into it."

While Bill has focused on protest management, Jeanine has carved out a niche as one of the Bay Area's premiere race managers. In addition to their joint efforts at the Laser Nationals, Hobie Worlds and the USSA

Champion of Champions regattas, Jeanine has helped run the Women's National Sailing Championship, the Adams Cup. Just recently, the US Olympic Committee asked her to work on the 470 Olympic Trials in Southern California, but she had to turn them down because of the extended time commitment.

Dave Few, Dick Horn and Mark Ondry are three of the lower profile members of the YRA's PHRF committee, which also includes chairman Chris Corlett, Jim Antrim, Phil Kaiko, Kame Richards and Steve Toschi. This stalwart group meets monthly to rate boats which don't fall neatly into a set rating and need a fair handicap.

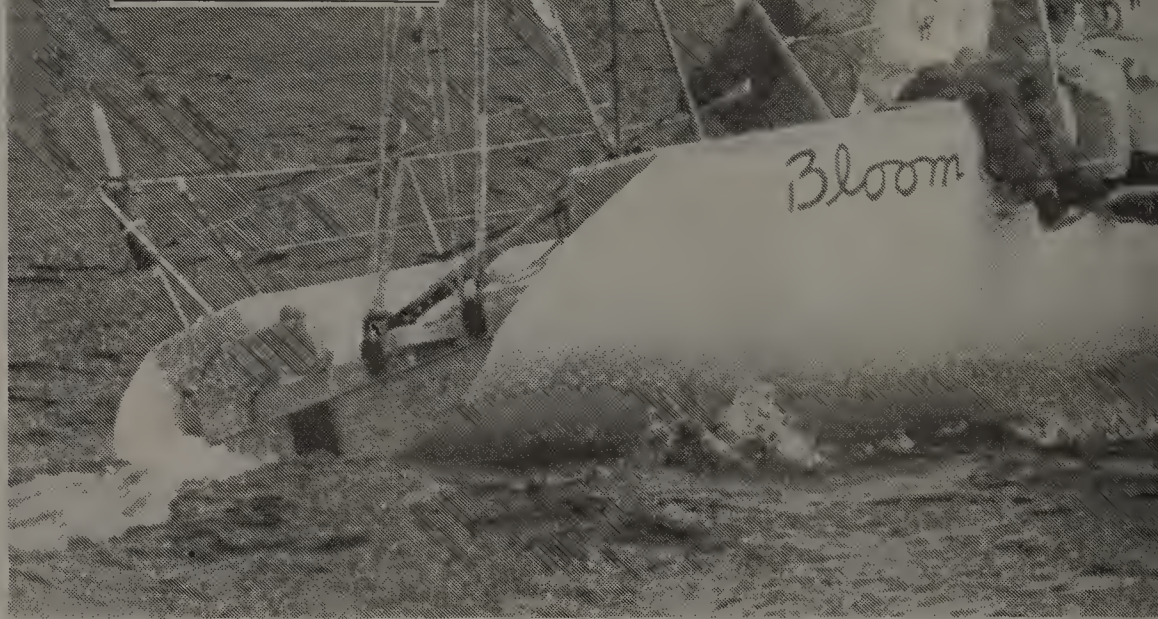
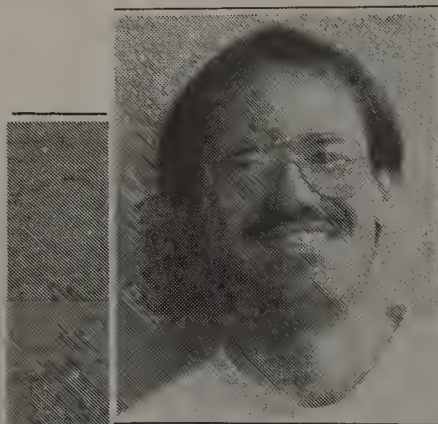
Few owned a Cal 2-30 back in 1978 when he was asked by original members Jim Boles and Ed Homer to be on the commit-

BEHIND THE SCENES:

tee. "They wanted someone who wasn't in the sailing business," recalls the NASA project manager. After Boles passed away, Dave became chairman. Now he has the distinction of being the senior member with a keen interest in production boats. "We're always getting some old cruiser in there that needs a rating," he says. "I try to make sure they get as much attention as the new one-offs."

Dave, who continues racing on his old C&C 36 *Chablis III* and who's on the board of directors for the Coyote Point YC, recalls perhaps the PHRF group's biggest goof with the steel cutter *Ruby* back in the early 1980s. "We gave her a rating of 180 because at 65 tons we didn't think she'd be very fast," he says. "Then she went out in that windy Doublehanded Farallones race and reached back and forth at a speed that justified a rating of 90! We don't intentionally screw up like that, but once in a while it happens."

Dick Horn, a mild mannered algebra and woodshop teacher in Danville, can duck into a phone booth and emerge not only as a 20-year member of the PHRF committee, but also as a fully accredited measurer for the International Measurement System. He got into the committee work after protesting another boat's measurement and was asked to sit in on more meetings. Among other things, he felt it was a way to give back to the sport, which he now enjoys on his modified *Capo 30 Screamer*.



"magic wand" and computer hook-ups. Now he measures about a boat a month, a process which takes two full days for a custom hull. This summer, Dick will put his skills to work in Hawaii, where he'll measure boats at the Kenwood Cup.

Mark Ondry (inset) and 'Bloom County' owned MORA in the mid-80s.

has sat on the PHRF committee for four years. As the secretary, he takes notes of the monthly meetings. He enjoys the challenge of analyzing boats that are a little different from the norm and coming up with a performance handicap that will fairly represent the boat's potential on the Bay. "We look at the data on the boat, consult the national ratings for similar boats and guess how it will do on the Bay," he says. "The process can take from five minutes to an hour until we all vote on a number, and there's an appeal process for those who don't agree with their own rating or someone else's."

Next month, Mark will sail in the West Marine Pacific Cup aboard *Heart of Gold*.

Kimball Livingston signed on as the boating reporter for the *San Francisco Chronicle* back in 1979. Active in the sailing scene and one of the few cogent journalists writing about the sport locally at the time, he had spent two years pestering the daily to give him a break. When they did, he spent several years filing action-oriented, first-person stories that drew in the readers.

"The story I wrote about sailing in the Singlehanded Farallones Race went front page," he says, "and that was pretty satisfying. I covered two TransPacs from onboard, including one where we spent three

'Chronicle' writer Kimball Livingston works out of his house, where his young daughter is just one of many pleasant distractions.

Mark Ondry, a Pineapple sailmaker and the younger half of the father/son team that campaigns the Mancebo 31 *Bloom County*,

Dick's involvement with IMS began in 1987 when he chaired the Handicap Division Association and it became apparent that the new system was going to be viable. He went back east to train with the USSA and spent some more time figuring out the

THE BAY AREA'S UNSUNG HEROES



and a half hours (at \$8 a minute) transmitting a story from mid-ocean back to the *Chronicle*. At its best, this has been a very rich and fulfilling deal."

Blowing out his back and starting a family (Kimball's wife Lourdes is the *Chronicle's* fashion illustrator), among other changes, has transformed Kimball from a do-it-yourselfer to a beat reporter. He works out of his spacious home in San Francisco, a former church ("It was The Holy Missionary Baptist Church of Evangelical Tongues of African Fire," he swears) that he has converted into a residence over the last few years. Kimball has a listed phone number and a modem linking him to the *Chronicle's* computer. He negotiates regularly with his editors about the number of stories he'll write each week, but sometimes the space available doesn't correlate with his needs.

"The glory days of amateur yachting coverage (at which the *Chronicle* and other San Francisco papers once excelled) go back to a time when they didn't compete with professional sports like they do now," he says. Events like the America's Cup, with all its prestige and money, justify column space, but a headline heralding the Fremont dentist who just won a sailboat race will never stand up against Jose Canseco's latest marital dispute or Rickey Henderson's contract negotiations. Kimball wants everyone to know, however, that the paper is looking for a way "to accommodate the local sailing scene on a regular cycle."

If **Lauren Arena** and her assistant **Claudia Campbell** didn't exist, the YRA would have to invent them. They serve as the administrative arm of that organization, a job that involves more than 40 phone calls a day, hundreds of entry forms and sailing instructions and a myriad of other details that need handling. Working out of Fort Mason, they take care of the 600 members of YRA. Recently they took on the same role for the 400 members of SBRA, too. Their annual postage bill reaches five figures a year.

Lauren, who stepped into the executive secretary slot in 1987, says their job is basically to "get the right people to the right place at the right time." Fulfilling that responsibility can get weird at times, like when the lady called from Alaska and wanted to know about opening a charter business in Costa Rica. Lauren was also recently invited to the first Golden Horn Sailing Week in Turkey, a wonderful opportunity that she had some trouble turning down.

In addition to office hours, Lauren has to be on call for races that finish at night. If the race committee can't account for an entry by 10 p.m., they call her at home and she monitors the YRA phone every half hour through-

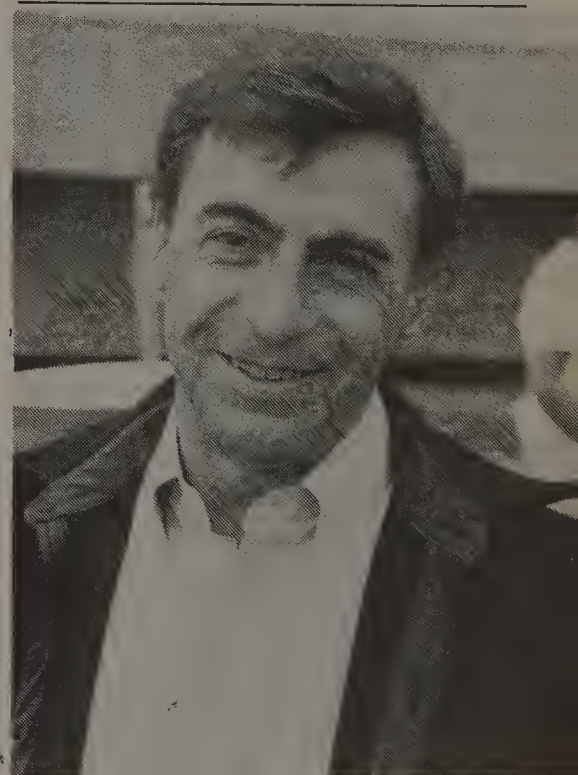


out the night. Once or twice she's made forays to the missing boat's berth in the wee hours to make sure the crew made it home safely. As a last resort, she has to call the Coast Guard. The moral: call in if you don't finish a race!

Lauren and Claudia (the two met 18 years ago while working in Monterey) have two other wishes. One is that people go a little easier in their criticism of YRA. The other is that some sugar daddy (or mommy) fix them up with brand new equipment and furniture. "Just about everything we have is a hand-me-down and half right for the job," says Lauren.

Finally, there's **Paul Altman**. For the past decade, he's been visible as an active YRA officer. He was commodore of MORA, chair of OYRA, treasurer and chair of YRA and the Area G representative to the USSA (which involves going to national meetings twice a year). Less well known have been Paul's efforts to write, install and maintain the YRA's database computer program. His "secret helper" role has been going on for about five years. "It seemed easier to write it ourselves so we could then modify and change it when we needed to," he says.

Paul, who enjoys racing his custom Wylie 34 *Annalise*, doesn't regret that fact that he's without an official position these days. "I have no burning desire to jump back on a



Left, Claudia Campbell of the YRA office. Above, Paul Altman, who's held just about every office on the Bay.

board of directors now," he admits. "You do the administrative stuff for the opportunity to race. I got caught up in it. Eventually you do too much and maybe it's time to give someone else a chance."

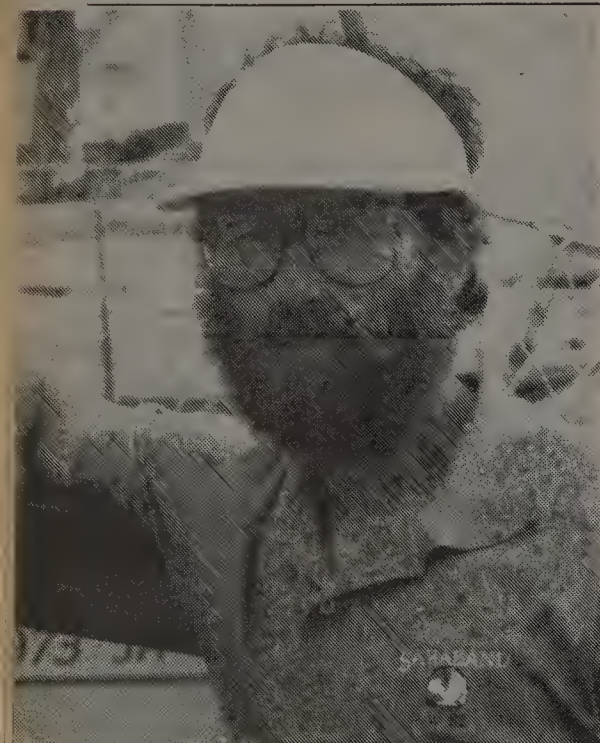
— **shimon van collie**

THE SEVENTH BIENNIAL

Forty-eight boats — a record fleet! — are on the launching pad for the upcoming West Marine Pacific Cup. It's 'T' minus one week and counting, and all systems are go. Blast-off is scheduled from St. Francis YC in staggered starts between July 6-9; re-entry, after some 2,070 pleasurable miles, should occur beginning July 18 or 19 at Oahu's friendly Kaneohe YC.

Ironically, race organizers are both delighted and disappointed with the 48-boat turnout: "We fell short of our 50 boat limit, which is hard to imagine after having a waiting list for six months," said spokesman Andy Rothman. "We've seen 22 entries withdraw for various reasons, including Oaxaca, the defending champion. People's plans change, I guess."

But no one is about to let the lack of the final two boats interfere with what promises to be the ocean racing highlight of the summer. "This should be the best one yet," figures Pacific Cup 'Chief High Muckety-Muck' Jim Corenman, who's sailed in every race except the carnage-strewn inaugural contest of 1980. "And if for some reason it's not, remember the universal creed of all ocean racers — no whining!"



LATITUDE/RICHARD

David King, '88 overall winner with 'Saraband', will navigate 'Sovereign' this go-around.

So far, Jim's prediction rings true. He's been monitoring the Pacific High, and says weatherwise everything is falling into shape nicely. Spirits among the racers are high — most of them are now gathered at Alameda's Marina Village — and the bon voyage par-

1992 West Marine Pacific Cup Entries

<u>Name</u>	<u>Type</u>	<u>Owner</u>	<u>PCR</u>	<u>Homeport</u>
DIVISION A (starts Monday, July 6)				
<i>Independence</i>	Robb 35	Daniel Spradling	214	San Mateo, CA
<i>Hooligan</i>	Cal 2-30	Tom Saul	191	Federal Way, WA
<i>Water Pik</i>	Newport 30 II	Robert Nance	188	Sacramento, CA
<i>Shadowfax</i>	Valiant 32	Robert Maddison	179	Sonoma, CA
<i>Ta Mana</i>	Trisbal 35	H. Bernard Quante	176	San Rafael, CA
<i>Mandala</i>	Nauticat 38	Robert Richard	174	Walnut Creek, CA
<i>Amica II</i>	Caraffe Custom	George Austin	172	Kirkland, WA
<i>Oregon Native*</i>	Crealock 37	Frank Delfer/Eric Jungemann	172	Loomis, CA
<i>Panacea</i>	Ericson 35	Bruce Thompson-Bowers	168	San Diego, CA
<i>Wander Ty</i>	Newport 33	Richard Tyhurst	163	Laguna Hills, CA
<i>Bonzi*</i>	Moore 24	Frank Ansak/Jim Quanci	156	San Francisco, CA
<i>Ghost</i>	Morgan 38-2	Lou Ickler	150	Kaneohe, HI
<i>Ono*</i>	B-25	Leif Belley/Steve Lane	144	Garden Grove, CA
DIVISION B (starts Tuesday, July 7)				
<i>Intrepid</i>	Freedom 36	George McKay	143	Berkeley, CA
<i>Praise</i>	Freedom 36	Ken Joy	143	Los Altos, CA
<i>Airloom</i>	Baba 40	Tim Morgenroth	137	Seattle, WA
<i>Lunasea*</i>	J/27	Dave Linger & Greg Fry	132	Seattle, WA
<i>Pacific Jewel</i>	Islander 44	John & Leilani Himmelmann	130	Kaneohe, HI
<i>Prophecy III</i>	Formosa 47	Richard Spademan	130	Sacramento, CA
<i>La Boheme</i>	Hunter 37	Bill Pendola	128	Grass Valley, CA
<i>Caitlin B. Jones</i>	Formosa 51	J. Lejune/C. Metcalfe	128	Clear Lake Shores, TX
<i>Sovereign</i>	Hans Christian 43	Jay Ollerenshaw	126	Portland, OR
<i>Route Du Vent</i>	Cheoy Lee 43	Pete Wolcott	125	Los Altos, CA
<i>La Cavale</i>	Beneteau 38	Cliff Donoho	123	Sacramento, CA
<i>Tropic Bird*</i>	Peterson 44	Randy & Tim Paulling	121	Pt. Richmond, CA
<i>Ivory Goose</i>	Freedom 44	Lansing Hays	118	Palo Alto, CA
<i>Discovery</i>	C&C 39	Dan Symonds	111	Seattle, WA
<i>Pied A Mer</i>	Freedom 45	Ralph Diner	111	Walnut Creek, CA
DIVISION C (starts Wednesday, July 8)				
<i>Blue Max</i>	C&C 40	Ed Campbell	104	Pleasanton, CA
<i>Petard</i>	Farr 36	Keith Buck	102	Alamo, CA
<i>Flying Colors</i>	Celestial 48	Robert & Linda Rockwell	96	Yakima, WA
<i>Mariah</i>	Farr 38	Ken Schmidt	89	Kaneohe, HI
<i>Fury</i>	Baltic 42	Lee Hedge	87	Bellevue, WA
<i>Quailo*</i>	Swan 441 Mod.	Mac Smith/Glenn Greiner	84	Daytona Beach, FL
<i>Tin Man</i>	Barnett 46	Ned Flohr	81	Seattle, WA
<i>GU</i>	Express 37	R. Venables/C. Cunningham	79	Foster City, CA
<i>Melange</i>	Express 37	Stephen & Susan Chamberlain	79	Oakland, CA
<i>Maluhia</i>	Beneteau First 42	David Sallows	75	Santa Clara, CA
DIVISION D (starts Thursday, July 9)				
<i>Ursa Major</i>	Luffe 44	Cal. Maritime Academy	60	Vallejo, CA
<i>Mystical Creampuffs</i>	Beneteau 45f5	John Linneman	56	Lafayette, CA
<i>ProMotion</i>	Santa Cruz 40	Geoff Eisenberg	51	Watsonville, CA
<i>Phantom</i>	J/44	Jack Clapper	34	Mill Valley, CA
<i>Yukon Jack</i>	Santa Cruz 50	Club Nautique	21	Alameda, CA
<i>Heart of Gold</i>	Schumacher 50	Jim & Sue Corenman	19	Oakland, CA
<i>Acey Deucy</i>	Santa Cruz 50	Richard Leute	12	Mountain View, CA
<i>Ralphie</i>	Santa Cruz 50	Byron Mayo	9	Alameda, CA
<i>Peregrine*</i>	Nelson/Marek 70	Tom Corkett/Scott Abrams	-39	Balboa, CA
<i>Mongoose*</i>	Santa Cruz 70	Paul Simonsen/Stam Honey	-54	Diablo, CA

* doublehanded

ties should be in full swing by the time this issue hits the docks. Highlights of the Pacific Cup party circuit will include the July 5 send-off at the Berkeley Marriott, and just about every night at the Kaneohe YC after the race, concluding with the gala awards ceremony on July 24.

As always, *Latitude* will be there to cover this Great Adventure in all its gory details. Look for a full report in the next issue. In the meantime, here's a quick and dirty look at this year's fleet:

Undersail") SC 70 Mongoose and the air-conditioned N/M 70 "ULDB cruiser" *Peregrine* from Newport Beach. *Mongoose* is some 10,000 pounds lighter and accordingly rates 15 seconds a mile faster. Both boats are going doublehanded, so it's doubtful *Merlin's* 1986 elapsed time record (8 days, 14 hours, 53 minutes) will fall. But you can bet these four guys will have the best stories to tell in Hawaii! "My goal is to never sleep in the same bunk twice," claims *Mongoose's* Paul Simonsen.

* Smallest: *Bonzi* (Moore 24) and *Ono* (B-25), both of which are also going

* Biggest: Team TOFU's ("Two Old Farts

'FUN RACE TO HAWAII'

doublehanded. *Ono*, sailed by designer Leif Bailey, is a pre-race favorite in this division.

* Most comfortable: While several boats come to mind, we figure *Ivory Goose*, a cat-ketch Freedom 44, will have the easiest and most relaxing trip (read: no spinnaker). Least comfortable? See "smallest".

* Slowest/Oldest/Most Wood: *Independence*, a Robb 35, wins all three categories virtually uncontested. The only wooden boat in the fleet, she was launched back in 1963. Her Pacific Cup handicap rating of 214 theoretically makes her the slowest boat in

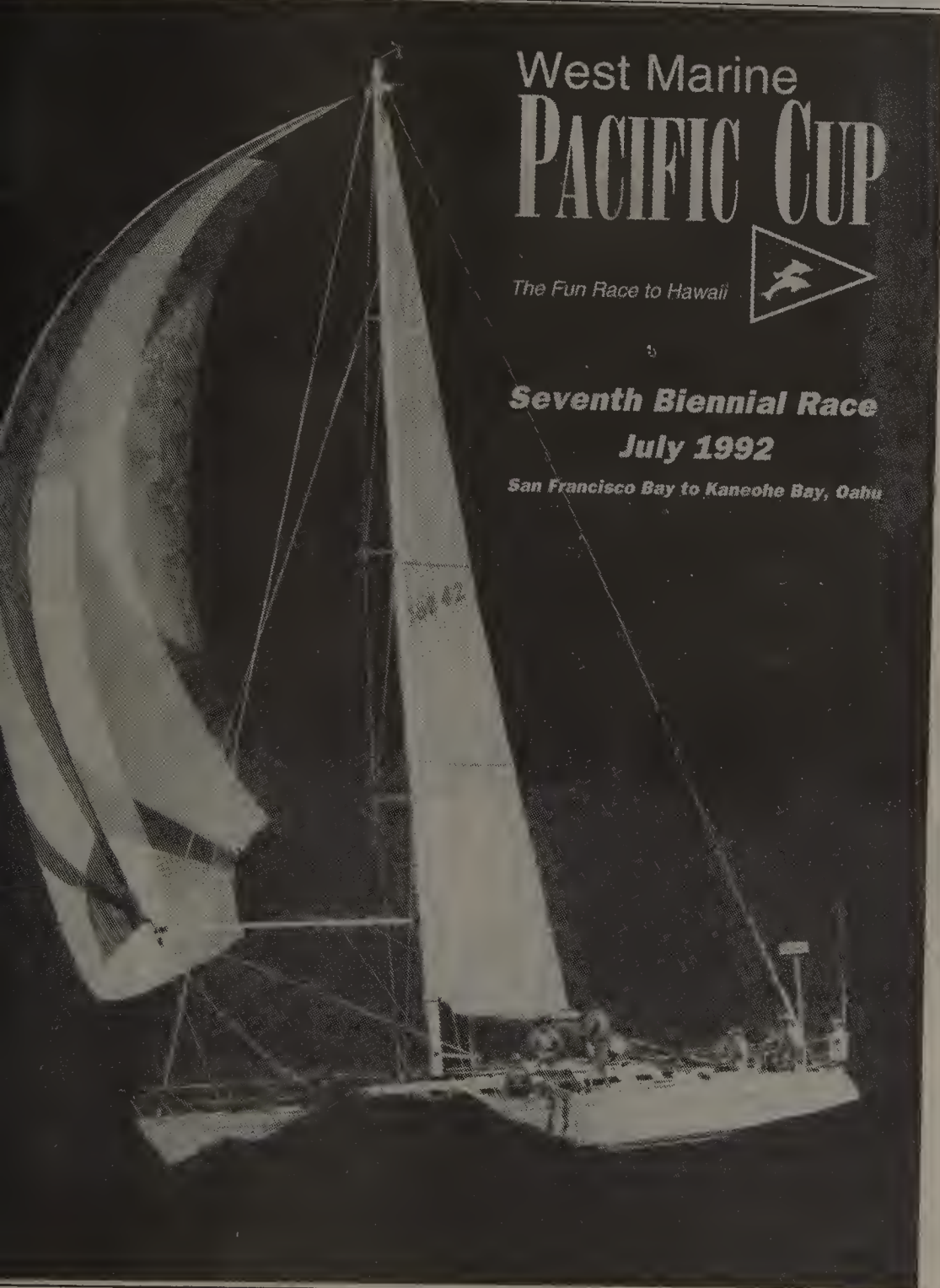
the field, but at 13,000 pounds — not an unreasonable weight — she could be the *Saraband* of this year's race.

* Heavy metal: *Ta Mana* (aluminum) and *Amica II* (steel). Rock on!

* Newest: The three newest boats in the fleet, all of which were splashed in 1991, are *Flying Colors*, the whimsically named *Mystical Creampuffs* (with Kame Richards and Jim Fair aboard) and *Ono*.

* Sisterships: Look for good battles between a pair of Express 37s (*Melange* over *GU*), Freedom 36s (*Praise* over *Intrepid*),

and SC 50s (too close to call). *Acey Duecy* is a shaky entry right now — Richard Leute apparently just sold the boat to a Seattle sailor. The *Duecy* would drub *Ralphie* and *Yukon Jack* (ex-*Earl of Mar*) if she went — both of the latter are charter efforts with less experienced crews. *Ralphie*, with her (his?) waterline-extending scoop, spots the chubbier *Jack* 12 seconds a mile. Scouting



West Marine
PACIFIC CUP

The Fun Race to Hawaii

Seventh Biennial Race
July 1992

San Francisco Bay to Kaneohe Bay, Oahu



'Noodles' Ansak and 'BoBo' Quincy will doublehand the tiniest boat, the Moore 24 'Bonzi'. Left, covergirl 'Heart of Gold'.

reports on these two boats are inconclusive.

* Youngest crew/most studious: *Ursa Major*, sailed entirely by cadets from the Vallejo Maritime Academy (okay, with one faculty advisor), wins this one hands down.

* Oldest crew: Rumored to be *La Cavale*, but we have no way to confirm this.

* Youngest skipper: 22-year-old George McKay of *Intrepid*. A veterinary student at UC Davis, McKay has previously skippered four Catalina Races with the family boat.

* Most experienced sailor: Jim Corenman — commodore of the Pacific Cup YC, co-skipper of *Heart of Gold* and co-author of *The Pacific Cup Handbook* — has done six of the seven races. He and wife Sue have a great crew (Eric Baumhoff, John Kelly, Sally Lindsay, Mark Ondry, Jim Walton) and we figure it just might be *Goldie's* turn to win overall. Other fully-crewed boats with lots of talent on board include a trio of 'P' boats: *Petard*, *Praise* and *Phantom*.

* Most experienced boat: This will be the fifth race for Keith Buck's *Petard*, but the first with their new jacked-up rig (actually *Sweet Okole's* old one). She'll sail with exactly the same crew as in '90 (Buck, Paul Altman,

'FUN RACE TO HAWAII'

John Clauser and Andrew Newell).

* Top Hawaiian boat: Lou Ickler's two-time race veteran *Ghost* is our pick to beat *Mariah* and *Pacific Jewel*, the two other Hawaiian entries. *Mariah*, a Farr 38, is a hot yacht on the Hawaiian race circuit, but experience is everything in the Pacific Cup. This is the most entries ever from the Aloha State.

* Top Northwest boat: *Tin Man*, no doubt about it. Ned Flohr is back to defend his '90 class victory. Conspicuous by her absence is the near-legendary *Saraband*, David King's Portland-based Westsail 32 which rocked the Pac Cup fraternity with an overall win in '88. King, who's navigating *Sovereign* in the upcoming race, proved that his victory wasn't a fluke by coming in third overall in 1990. Seven other boats from the Northland are going this time, down a bit from '90 as some probable participants opted for the



COURTESY ROCINANTE

Fighting for helm time — a time-honored TransPacific race ritual.

revitalized Vic-Maui Race instead of taking their chances on the Pacific Cup waiting list.

* Farthest-afiel entry: *Quailo*, a souped-up Swan 441 from Daytona Beach, Florida, is sailing in the doublehanded division. Owner Mac Smith has extensive experience

Past Winners of the Pacific Cup

Division	Name	Type	Skipper	Elapsed
• 1990 (S.F. to Kaneohe — 2070 nm; 45 boats)				
PHRF A	<i>Saraband</i>	Westsail 32	David King	14:07:49
PHRF B	<i>Glory Days</i>	Pretorien 35	Andy Rothman	13:04:48
PHRF C	<i>Tin Man</i>	Barnett 48	Ned Flohr	11:17:48
PHRF D	<i>Oaxaca*</i>	Santa Cruz 50	Jim Ryley	09:11:21
Doublehanded	<i>Another Child</i>	Hunter 35.5	Bankson/Balllargeon	13:17:08
First to Finish	<i>Kathmandu</i>	Santa Cruz 70	Gene Twiner	08:15:11
• 1988 (S.F. to Kaneohe — 2070 nm; 27 boats)				
PHRF A	<i>Magic Carpet</i>	Smith 42	Steve Rander	11:09:40
PHRF B	<i>Saraband*</i>	Westsail 32	David King	14:16:53
IOR	<i>Kathmandu</i>	Santa Cruz 70	Phillipe Kahn	09:03:23
Doublehanded	<i>Sting</i>	Soverel 33	Huseby/Easton	12:06:06
First to Finish	<i>Kathmandu</i>	Santa Cruz 70	Phillipe Kahn	09:03:23
• 1986 (S.F. to Nawiliwili — 2126 nm; 26 boats)				
PHRF	<i>Magic Carpet</i>	Smith 42	Steve Rander	11:09:00
IOR	<i>Sweet Okole</i>	Farr 36	Bobbi Tosse	11:22:07
Doublehanded	<i>Sir Issac</i>	Burns 49	Holt/Lapaula	11:10:41
First to Finish	<i>Merlin</i>	Lee 67	Bob Crammer-Brown	08:14:53
• 1984 (S.F. to Nawiliwili — 2126 nm; 15 boats)				
PHRF	<i>Magic Carpet</i>	Smith 42	Steve Rander	11:09:33
IOR	<i>Surefire</i>	Frers 36	Thomas Adams	11:20:40
Doublehanded	<i>Light'n Up</i>	Express 27	Clifford/Livingston	11:20:40
First to Finish	<i>Merlin</i>	Lee 67	Ben Choate	09:07:49
• 1982 (S.F. to Nawiliwili — 2126 nm; 22 boats)				
IOR	<i>Zamazaan</i>	Farr 52	Larry Stewart	11:19:07
PHRF A	<i>Tempress*</i>	Swede 55	Jim Walton	12:02:04
PHRF B	<i>Duende</i>	Cal 40	Jim Coyne	13:23:44
PHRF C	<i>Apple 1</i>	HC 38	Frederick Holt	15:01:25
First to Finish	<i>Merlin</i>	Lee 67	Merlin Synd.	10:03:23
• 1980 (S.F. to Nawiliwili — 2126 nm; 40 boats)				
IOR A	<i>Merlin*</i>	Lee 67	Norton Smith	10:04:51
IOR B	<i>Sweet Okole</i>	Farr 36	Dean Treadway	14:21:34
PHRF A	<i>Timber Wolf</i>	Farr 38	Larry Harvey	14:13:49
PHRF B	<i>Kotick II</i>	Holstein 48	Tom Tyler	15:08:38
First to Finish	<i>Merlin</i>	Lee 67	Norton Smith	10:04:51

* Overall winner

in East Coast shorthanded races, including the BOC race. He's a hardcore shorthander who sailed the boat here by himself for this race.

* Best motives: *Phantom* is using the race as a delivery/tune-up for the Kenwood Cup; the owners of *Caitlin B. Jones* are in the process of moving from Texas to Hawaii, so this race was a natural; *Heart of Gold* is kicking off a three year cruise (though she'll swing through the Bay Area one more time in September); *Discovery's* crew is doing the race to celebrate their collective 40th birthdays (half the crew hit The Big Four-O this summer).

* Most family-oriented: *Tropic Bird* is a 100% family effort — she's being doublehanded by Randy (father) and Tom (24-year-old son) Paulling. This is Randy's third trip with his Peterson 44 — he did it with a crew in '90 and doublehanded with his older son John in '86. Other family affairs include *Flying Colors*, *Mandala* and *ProMotton* (which is being sailed entirely by employees of the West Marine Products

'family'). Husband and wives sailing together were too numerous to mention — we think there are nine couples in the race, maybe more.

* Most tenacious: Roughly half the fleet are repeaters, but *Oregon Native* stands out in this category. The Crealock 37 is back to take care of some unfinished business: midway through the last race, while sailing near the head of her class, the rig inexplicably tumbled. In a fine display of seamanship, they sailed into Kaneohe Bay under jury-rig after 21 days at sea. Better luck this time!

* Most heroic: That's a slam dunk — Peter Wolcott and his *Route Du Vent* crew, who were just awarded a US Sailing medal for rescuing the Express 27 *Locomotion* in the windy Duxship Race (see *Loose Lips*). That race, incidentally, claimed the masts of two boats, *Rocinante* and *Scorpio*, that had planned to go in the Pacific Cup.

* Most fun: That's easy, too — everybody!

— latitude/rkm

What the rock stars are saying about GENESIS SAILS by SOBSTAD

"Don't you love 'em madly"
— Jim Morrison

"Oh Lord, won't you buy me
a Genesis sail?"
— Janis Joplin

"Genesis gives me extra lift
where I need it"
— Marilyn Monroe

"Prices so low even I
can afford Genesis"
— Jack Benny

"We're jammin
with our Genesis sails"
— Bob Marley

"Is that a Genesis sail in your pocket,
or are you just happy to see me?"
— Mae West

"I'd sell my watchtower,
for a Genesis sail"
— Jimi Hendrix

The season is on now...don't
wait 'til it's too late.
Order GENESIS today.



(510) 234-4334
RACING

(510) 234-8192
CRUISING

In Southern California Call: 1 (800) 750-7245
1230 BRICKYARD COVE RD., PT. RICHMOND, CA 94801

MAX EBB:

Somehow I seem to get myself on all the wrong lists.

This time it was the list of people who get asked to do the equipment inspections for a long ocean race — and a more thankless task would be hard to find. But unlike last time, this year I had the presence of mind to add a condition: I'd only help inspect boats in my own marina. No more racing around the Bay to keep inspection appointments, only to find owners still bolting things in place when I get there.

Better yet, the first boat on my inspection list was right on my own dock. I could keep myself occupied on my boat until they were ready for inspection. . .

When the appointed hour arrived I located the checklist provided by the Race Committee, snapped it into a clipboard to look more official, and walked down the dock to the designated berth.

What I found was a large European-built racer/cruiser, fairly new and expensive, but never seriously raced as far as I knew. Typical of the sort of boat that enters this race, actually. They had almost certainly never prepared for an ocean race before, and I was already imagining the sort of problems I'd find: No deep reef points in the main, no whistles on the life jackets, and a mickey-mouse emergency steering system. I was also willing to bet they didn't have the required second manual bilge pump, or the hatchboard latch that could be operated from inside or outside, or the back-up set of running lights. They probably hadn't done the person overboard practice drill either.

"Well, plenty of time to fix all that stuff," I thought to myself, "and at least I don't have to drive anywhere to check them out a second time — so I can be tough on these turkeys . . . "

"Fall out for inspection!" I hailed as I knocked on the cabin trunk window.

But instead of the expected middle-aged professional type with more money than experience, up popped none other than Lee Helm out of the companionway.

"Ready for inspection, sir!" she saluted in mock military style.

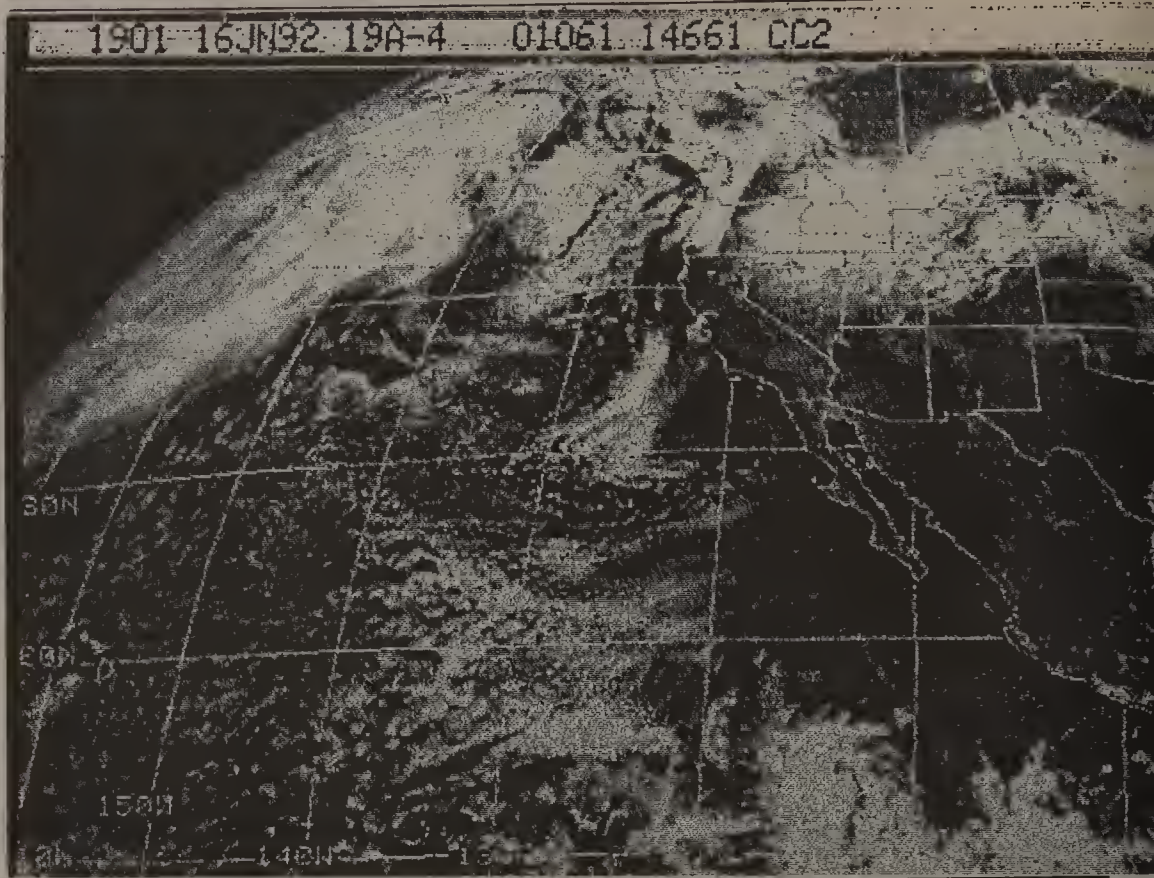
"Lee, what are you doing on a boat like this?"

"A ride's a ride, Max! This is the boat that had a spot for me."

I would have thought that Lee Helm, a naval architecture student with very good connections on the local racing scene, would have been able to get a crew spot on one of the big ultralights.

"All the sleds wanted me to buy in," she continued. "*Mucho dinero*, you know? I mean, like, I'm just a starving grad student!"

"Glad to see you're going to get to sail in



the race, at least," I said. "Back in the good old days, collecting money from the crew for an ocean race was almost unheard of. Is the boat ready?"

"Almost," admitted Lee. "The owner's supposed to show up any minute with the SOLAS flares. But we just got the liferaft back from being serviced, and the emergency rudder is done. Want to start with the paperwork?"

Before I could answer she was back down at the chart table, so I climbed aboard and followed her into the cabin, where she produced the re-pack certificate for the liferaft. I scanned the certificate, checked the list of items in the survival pack, and asked to see the raft.

"There's a deck locker for it that's part of the cockpit coaming. Neat arrangement, actually — the eight-person raft just fits."

I climbed back up to the cockpit and eventually found the locker with the raft.

"Says here you have to be able to get it to the rail in 15 seconds," I said, reading from my list.

"For sure. Got your watch ready?"

"That's all right, Lee." I stopped her from demonstrating the use of her windsurfer-enhanced arm muscles. "I'm sure you can do it," and I checked off 'liferaft' on my inspection form. "But let's do the rest in order."

"Okay, go!"

So I started down the list.

"Batteries and gas bottles secured against 180 degree knockdown?"

She showed me the tie-downs. "Check."



WEATHER(FAX) REPORT

"Sail numbers?"

Lee pointed to a small photo of the boat under sail, showing the numbers on the main and jib. I said I'd take her word for the other sails. "Check."

"Lower hatch board?"

"Check."

"Cockpit drains?"

Lee had to convince me that the two 1 and 1/8-inch drains had more area than the required four 3/4-inch drains. "Check."

"Cockpit volume — looks small, but I'll

measure it just to be sure."

I took out the tape measure I had brought for just this purpose, and we established that the volume was less than half of the allowable maximum. "Check."

"Seacocks with wood plugs attached?"

This took some investigating down in various locations in the bilge, but all the thru-hulls were in functional condition and had the required wood plugs attached. "Check."

From here it started to go faster, as we both got impatient.

They had the pumps, the flashlights, the water tanks, the first aid kit. I never even saw

the radar reflector, but when Lee rattled it the bottom of the locker it was stored in I could recognize the sound of those aluminum plates. And I took Lee's word for it about the deep reef point in the main. They had all the tools and required spares.

Finally I found a deficiency — no floating objects with the boat's name. Lee promised to take care of it right away.

"Let me demonstrate the emergency rudder," she suggested next, as she started to move a berth top out of the way to get to the compartment it was stored in.

"I'd rather take care of everything down here first," I said. "How about radios? You need an EPIRB, a VHF, a handheld VHF and marine single sideband for this race."

Lee produced every one, except that the single sideband set looked more like a ham unit to me.

"Says you have to have an SSB," I read from my list.

"No, you just have to be able to transmit and receive on marine single sideband freqs," countered Lee. "This radio's been, er, modified just a tad."

"I see. We did something illegal, did we?" I teased. "Can you do a radio check for me now?"

"Sure, no prob," she said as she switched on the power to the radio and tuner.

The speaker clicked on, filling the cabin with the sound of long-distance static and stray Morse Code interference. But as she scrolled up through the frequency pre-sets, something caught her attention. It was a chirping sound, like transmitted digital data, but with rhythmic pulses in it.

"Oh my god! I like totally forgot!" she exclaimed as she looked at her watch.

"I'm late for the 12-zulu surface analysis!"

There followed a mad scramble to plug in a special cable between the radio and a laptop computer that she pulled out of the chart table, along with what I guessed to be a 12-volt power cord.

"What on earth is a '12-zulu surface analysis'?" I asked, but Lee was much too busy trying to record it to tell me what it was.

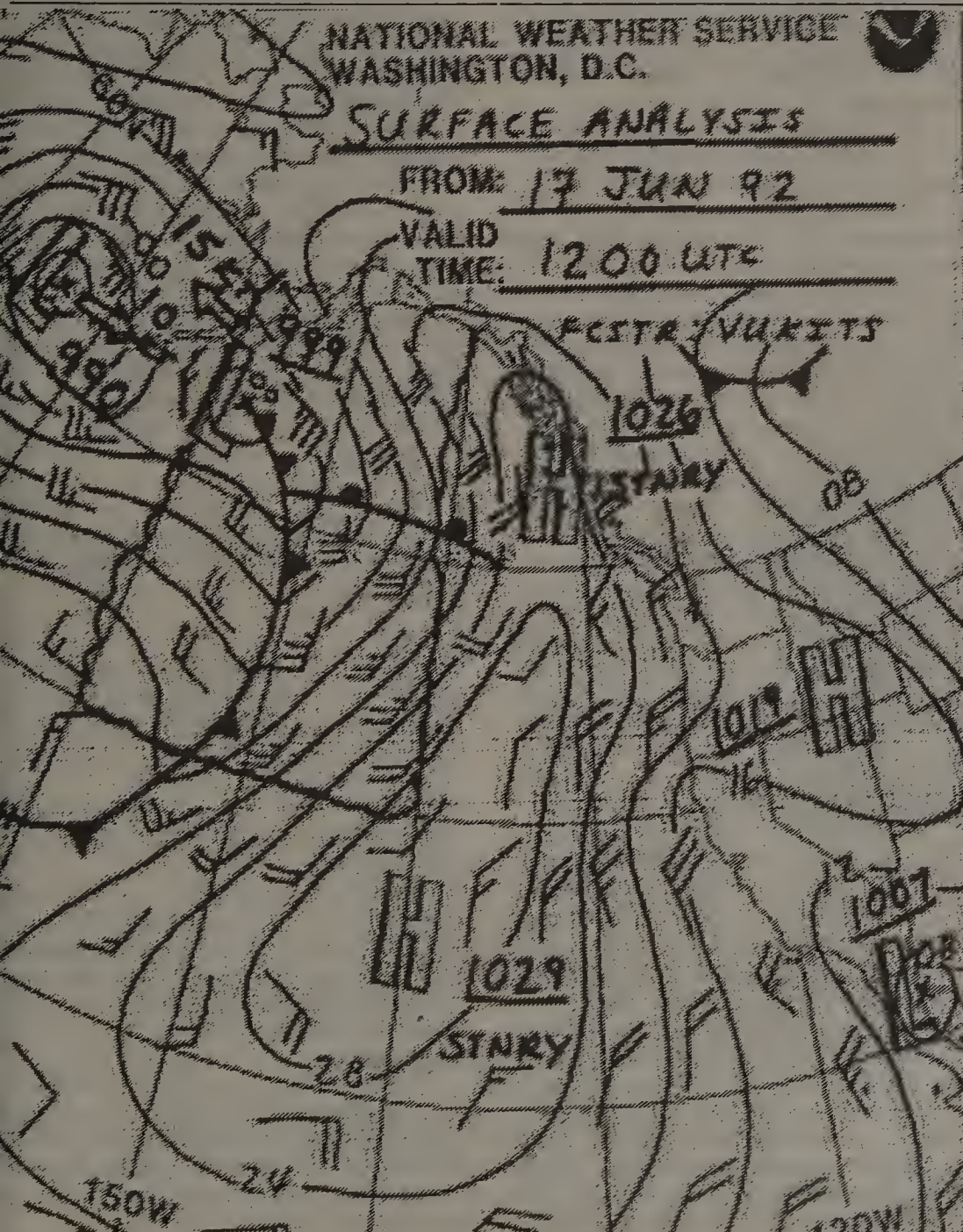
The computer display looked more like an oscilloscope than a computer screen. But eventually something that I could make sense of began to appear near the top of the screen.

"A weather map!"

"We missed the top part, but this will have the area I'm interested in."

"The quality looks great," I noted. "Clearer than what comes out of some of the weatherfax machines I've used — although that isn't really saying very much. Do you

Left, satellite photo as translated by AEA-FAX and a Sharp 6220 laptop. Below, weather map as translated by HF FAX and a 386 clone.



MAX EBB:

have a way to print it out when it's done?"

"No hard copy, Max — this is a paperless chart table! But each chart takes, like, 200 kilobytes, so we use up a lot of disk space in this little computer."

I watched more of the weather map fill up the computer screen, one line at a time.

"So all you need is that cable from the headphones jack of the shortwave radio to the, what is it, a serial port on the computer? I've had an old short wave receiver sitting on my desk at home for years and years. On the shelf right over my computer, in fact. If I could just hook them up like that and get weather maps . . ."

"It's a little bit more than just a cable, Max. The fax signal works by varying the frequency of the carrier tone. 2300 hertz — that is, 2300 cycles per second for you old folks — is white. 1500 hertz is black. You can see by the signal trace that this picture is mostly white, but there's a dip towards the black value whenever there's a line on the chart. So it takes just a little bit of circuitry, and some software, to convert the short-wave fax signal into a computer graphics file."

"Interesting," I said, still looking at the map. "Lot's of wind offshore if the race started today. Now, how can I get one of these special cables?"

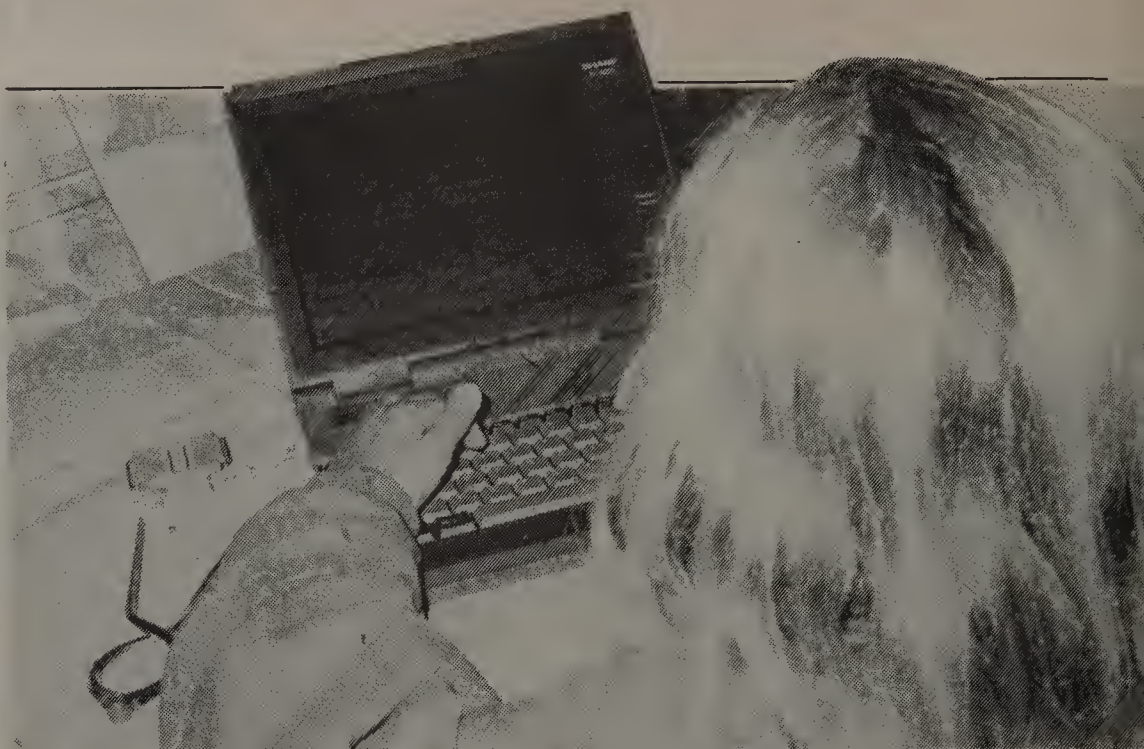
"You can buy one off the shelf at the local ham radio store. That's the major market for these things so far. Or get a marine electronics dealer to order it for you. For \$100 you get the cable and the software. But like, there are two products that do basically the same thing, and you have to decide which one you want."

"Which one do you have?" I asked.

"We have both of them on the boat. PC HF FACSIMILE 6.0, from Software Systems Consulting down in San Clemente. And AEA-FAX, from Advanced Electronics Applications up in Lynnwood, Washington. They're so similar I can't help thinking that one must have been copied from the other."

"So does it make any difference which one I buy?"

"Probably not. They're both menu driven and easy enough to use right out of the box. I found that PC HF FAX is easier to get working if COM 1 isn't available on your machine, and also has better image-processing after you have the map on disk. HF FAX also supports a few more printers, even some color printers for special effects. And it comes with a sample audio tape, so you can hear what the fax signals sound like and practice tuning them in without the radio. Good manual, too. And there's an on-disk fax schedule, so it can automatically



Lee Helm demonstrates the brave new world of onboard weatherfax technology.

tell you when the next fax broadcast is coming up."

"Sounds great. Sign me up for one. But the top of your screen says AEA-FAX. How come you're using the other one?"

"AEA-FAX does one nice thing that HF FAX doesn't: it displays the tuning oscilloscope while capturing an image. With HF FAX, you have to exit from capture mode to tune with the oscilloscope, and then you lose what you've captured up to that point. AEA-FAX lets you tune and record simultaneously. Makes it easier to learn how to tune it properly, because you see the effect on the picture as you make adjustments. With HF FAX, you have to read the manual a little more carefully to get good at tuning. Also, the AEA-FAX menus look a little neater and can be mouse-operated. No big deal, actually. We won't have a mouse on board for the race anyway. But the other advantage of AEA-FAX is that the serial connector allows another device to be added to the back of the plug. So if you have a laptop with only one serial port and you already have a serial device, AEA-FAX is really the only choice. Wish they used a nine-pin connector instead of the 25-pin, though."

"Well now I'm totally confused, Lee. Which one should I buy to use at home?"

"For a desk-top, I think the balance tips in favor of HF-FAX. It's easier to set it up on other than the C: drive, and on other than the COM 1 serial port. Also you'll learn a lot more from the manual, especially playing with the 'pixel histograms' and 'gamma curve adjustments.' SCC also has a fascinating product line relating to image communication in general. They sell radios, antennas, and a complete hardware/software system that lets you receive photos directly from the satellites as they pass overhead. Costs about

\$500, including all the hardware. They say it even picks up the photos from the Russian and Chinese satellites!"

"Wow. That's an impressive capability, for that price. But what if I just want the standard weather maps on my boat? What's your recommendation there?"

"This is just a garden-variety 286 laptop, with no disk drive. Costs less than \$1,000, and they've gone down since then. If you don't already have a general-coverage receiver on the boat (often included in a marine single sideband box), then you can get a good portable receiver for around \$250. Then it's another \$100 for the fax conversion cable and software, and you're ready to roll."

"So you'd go with AEA-FAX for on-board use?"

"Yes, for the simultaneous capture and tune. And also to keep the serial port open, assuming there's only one port configured as COM 1."

"So if you already have the laptop," I reasoned, "this is much cheaper than a conventional weatherfax machine. You think this will make the dedicated weatherfax receiver obsolete?"

"I think it will. And the dedicated video piloting and navigation systems might go that route also."

"How so? I thought they were the up-and-coming fancy new toys in navigation?"

"The systems that run on a general-purpose computer are going to be far more versatile, and ultimately easier to use," Lee asserted. "And like, far more resistant to obsolescence."

"I can see that," I agreed. "Every year I play with those CRT piloting systems at the boat show, and every year they do so much more. They're priced way too high for something that's going to be obsolete in a year or two."

WEATHER(FAX) REPORT

"For sure. The best video piloting system should be all software. Software and database."

By this time the full weather map was on the screen, and Lee hit a few keys to save it.

"Satellite pic comes up next," she said, putting the program back into input mode.

"What about antennas?" I asked. "You've got the insulated backstay on the boat, but what should I do for my desktop radio at home?"

"That's easy. Just buy the pre-assembled dipole antennae at the ham radio store. It's about \$50. You can string it between two trees and you'll get great reception. I had to be creative in my apartment, because they won't let me put anything on the roof. So I strung antenna wire from the corner of one room to the opposite corner of the opposite room, zig-zagging through the hallways and under door frames. Works okay, but could be better. The stucco exterior walls have wire mesh in them that blocks a lot of short-wave radio signals."

"I can't wait to see if that old Hallicrafters

receiver still works," I said.

"You mean you have one of those antique sets with vacuum tubes? Cool!"

SOURCES

AEA-FAX

Advanced Electronic Applications, Inc.
P.O. Box C2160
2006 19th St. S.W.
Lynnwood, WA 98036-0918

PC HF FACSIMILE 6.0

Software Systems Consulting
Radio Group
615 S. El Camino Real
San Clemente, CA 92672

"Um, let's finish this inspection," I said, picking up my clipboard again.

We checked off all the navigation equipment, the back-up set of running lights, and the harnesses and life jackets. Sure enough, the owner hadn't gotten around to

attaching a whistle to each one. I also noticed that the companionway hatch didn't have the operate-from-both-sides latch. Instead there was a tie-down on the inside only.

"No problem," said Lee. "We just open this little access port in the top hatch board and reach inside."

"Meets the requirements," I conceded.

We saved the emergency rudder for last. Lee had designed it herself, and there was no way I could stop her from installing it for me. In fact, she was ready to take the boat out and motor around the marina to demonstrate. But I was saved when another friend from the yacht club came running down the dock.

"Max!" he yelled. "Glad I found you!"

"Oh? What's up?"

"Can you be on a protest committee tonight? We have three cases to hear from last week's YRA race. . ."

I'll take back what I said earlier about inspecting boats. It's not hard to find a more thankless task!

— max ebb

Desolation Sound Yacht Charters Ltd.



EXPLORE NORTH!

Depart from our ideally located charter base in Comox, B.C. to experience DESOLATION SOUND and PRINCESS LOUISA INLET. Swim in warm water, hike to majestic waterfalls, anchor in secluded bays and enjoy the wildlife!

Choose from our fleet of over 30 professionally maintained SAIL and POWER yachts 27' to 40'.

Popular designs include Beneteau, Jeanneau, C&C, Hunter, Catalina,

Elite, Albin, all equipped and ready to go. Charter rates start at \$435 US per week. CYA Learn-to-Cruise courses also available from \$465 US per person.

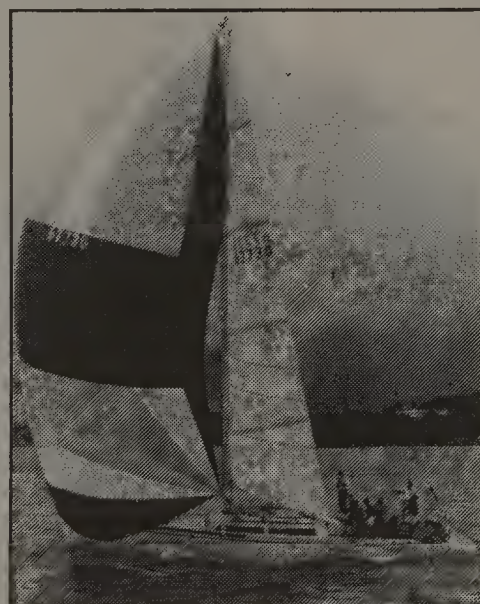
BOOK EARLY TO GUARANTEE THE PERFECT VACATION!

Desolation Sound Yacht Charters Ltd.

201 - 1797 Comox Avenue

Comox, British Columbia, Canada, V9N 4A1

(604) 339-7222 Fax: (604) 339-2217 (604) 339-4914



OWN A WINNER!

**FOR SALE:
THE SANTA
CRUZ 50
Ralphie
WITH WELL
ESTABLISHED
CHARTER
BUSINESS**

DATE	RACE	MILES	FEE
Nov 6-7	Cabo San Lucas	20 Knots Sled Ride	950 \$10,000
Mar '93	Cabo San Lucas	Transpac Tune Up	950 \$10,000
April '93	Newport/Ensenada	Beer Run	160 \$ 5,000
June '93	TransPac	Potential Class Winner	2,300 \$25,000
Date?	You Name the Race	Miles	\$

Ralphie is one of the top three SC 50s on the West Coast. Extensive inventory, racing, cruising and delivery sails. SatNav, Ioran, SSB ham, Datamarine Chartlink navigation system, refrigeration, Hercules 390 instruments with jumbo mast readouts, B & G with computer, Interface, Polaris, etc. a new state-of-the-art elliptical rudder, new L.P. \$189,500.

HIGH PERFORMANCE SAILING HAWAII
INFO? CALL BILL BOYD 310/434-7723

With reports this month on chartering in **Fiji** with a native guide; a 40-person Sausalito YC charter in the **Grenadines**; and, the **Charter Forecast**.

Chartering Fiji

With all the great press Fiji has been getting among cruisers in the last few years, we were delighted to discover in these pages that charters have become available in this mostly undiscovered paradise. Having bareboated in many of the popular charter areas throughout the world, we were excited at the prospect of sailing in a region which is still relatively untouched by development and tourism.

With over 300 islands and atolls, the island nation of Fiji offers the greatest variety of cruising grounds we have ever seen in the tropics. There are several large volcanic islands with central mountains, rivers, tropical forests and waterfalls. There are also many moderate-sized limestone islands and hundreds of reef-encircled atolls. Although the numerous reefs can make navigation a challenge, it they also provide for excellent snorkeling.

Wind-N-Sea Adventures offers three distinct cruising grounds in Fiji, and we

requiring that all yachts obtain written permission from the Prime Minister before visiting this remote island group, we were told that very few yachts ever visit it. This was exactly the type of sailing we'd been hoping for.

With the obtaining of permission to visit this area part of the charter service, we set sail on our Beneteau 432 up the coast of Vanua Levu, past the garden isle of Taveuni, to the dive resort at Matagi Island. Vanua Balavu is located just 60 miles to the southeast of Matagi, but since it's right into the trades, it add's to the group's isolation. By the time most cruisers arrive in Fiji, they have foresworn the practice of sailing to weather.

About halfway to Vanua Balavu lies an uninhabited reef encircling Wailagi Lala, where we intended to spend the night. Once we were securely anchored in this idyllic lagoon with its palm-fringed white sand beach all to ourselves, we understood why we were told, in Fiji, itineraries are only for getting started.

Two days later, we weighed anchor and resumed our sail to Vanua Balavu, which is a group of rugged islands consisting of one main one and several smaller ones surrounded by a fringing reef with several navigable passes.

One highlight of our trip was a visit to a small island village of Susui. Fijians are among the friendliest people we've had the pleasure of meeting. After presenting the chief with the traditional gift of Waka or Kava root and asking permission to visit, we were welcomed into the village and treated as honored guests. Since we were the first Americans the villagers had ever met, they were as fascinated with us as we were with them. We had balloons and soap bubbles for the kids, pens, paper, and crayons for the school, and Polaroid snapshots as instant icebreakers. Throughout the day, we recorded our visit on video, and during the Kava drinking that evening, we caused considerable excitement by showing the villages a video of themselves on a two-inch Sony Watchman. This was the first time they had ever seen television.

After losing ourselves for a few days in the Bay of Isles, the time arrived for the

JIM CAMPE



RONNA NELSON



downwind sail back to the base in Savusavu. We left Vanua Balavu feeling like we'd only begun to explore the Exploring Isles.

Because the Fijian government does not allow bareboat charters, we were originally skeptical about the requirement of having a native guide accompany us. Having chartered bareboats for 14 years, we really didn't feel we needed a guide, but we had no choice. As it turned out, having a Steven (Sitivani) was not only a pleasure, but an honor. He was an invaluable resource in helping us negotiate the maze of reefs and unmarked passes. He assisted us observe the proper customs and traditions of the villagers. Although English is spoken on the larger islands, Fijian is spoken in the more remote areas — and Steven is fluent in many of the different dialects. Wherever we went, Steven secured a very special welcome for us.

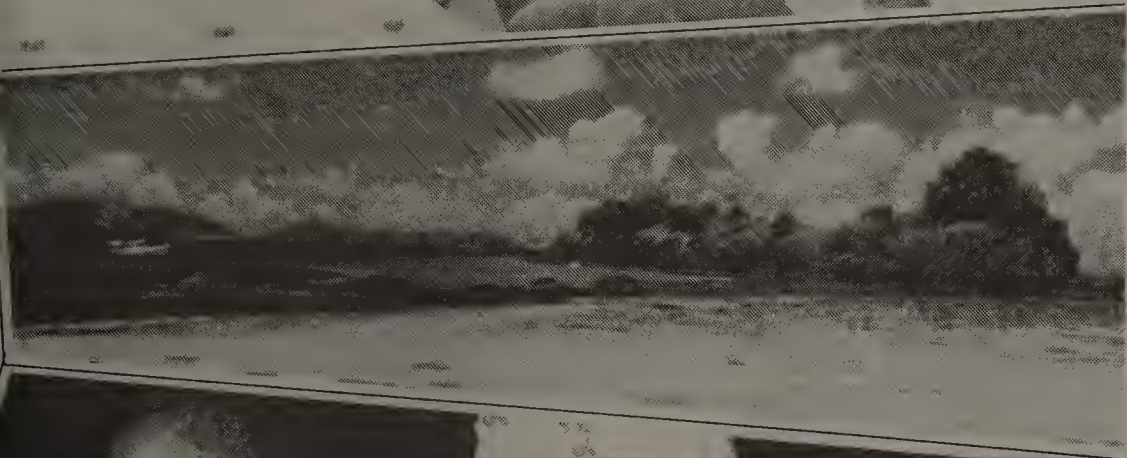
(Above), a kava ceremony. (Center spread), scenes from Fiji and a Fijian charter.

chose to sail to remote Vanua Balavu (The Exploring Isles) area. Since the Fijian government protects its island heritage by

CHARTERING



JIM CAMPE



RONNA NELSON



JIM CAMPE

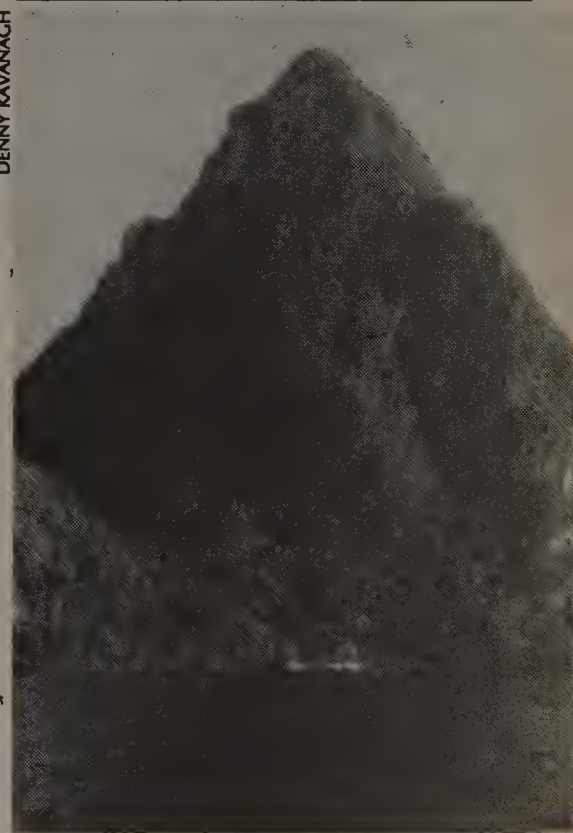
DENNY KAVANACH

hanging out?"

So it was in May we packed some shorts, a couple bathing suits, a few T-shirts, a toothbrush, a bottle of Skin-So-Soft (an effective bug repellent) to join 40 other members of the Sausalito YC Offshore Cruising Group. Collectively, we got onto 10 charter boats and broadreached from St. Lucia to Grenada, through some of the most beautiful Islands and water we have ever seen. It was two weeks of island-hopping from one paradise to the next, each one better than the last.

Of course, cruising can be dangerous to your health. On the first day there, Floyd Rector, suffering from jet-lag and the sudden change in climate, slipped and fell while lifting the outboard from its mount. Head of Internal Medicine at U.C., he quickly diagnosed the resulting pain as a couple of broken ribs. He called for the duct tape, strapped himself up, took a couple aspirin and went cruising.

For anyone coming to this area, Chris



This Piton — there are two — appears deceptively small in this photograph. In actuality it is very tall and towers over the island.

Doyle's *The Sailors Guide to the Windwards Islands* is a must. Although the guide doesn't do justice to the beauty of the area, the

As fish would regularly impale themselves on our hook, he would identify the edible ones and prepare them for us Fijian-style. Apart from being an accomplished sailor and navigator, he knew the boat and her systems intimately — and was able to answer whatever questions we had. His natural ability and quiet confidence, which came from a lifetime on the sea, added to our appreciation. In short, Steven added so much to our experience in Fiji and we became very good friends. Now we wonder why anyone would want to consider sailing these waters without such a native guide.

We enjoyed our charter in Fiji so much that we have already begun to plan our return next year. During our entire two weeks on the yacht, we not only had every anchorage to ourselves, but never even saw another yacht. Until we are able to get our boat and lives together enough to cruise

permanently, chartering in Fiji is as close to bluewater cruising as we have found.

Our special thanks to Walt and Karen Doiron for helping point our bow in the right direction, and all the Wind-n-Sea Adventure staff for a great job.

— Jim Campe
san francisco

Chartering The Grenadines

Back in January, my fiancé, Ray Kuhn, asked if I wanted to go cruising with a group from our yacht club. Having logged over 25,000 miles ocean racing over the last few years, and been 'around the buoys' in the Bay too many times to count, my first reaction was, "Do I wanna go *what*?"

"The Windwards" she said, "the Grenadines, St. Lucia to Grenada, as in 'tropical', the Caribbean, near the equator, just a few degrees above Trinidad and Tobago, no foulies. You know, warm water, sunshine, sailing naked, drinking rum and

WORLD OF

hand-drawn charts are extremely helpful. The information, about each anchorage, the services, regulations, diving and snorkeling, as well as side-trips and restaurants is detailed and accurate. Our copy came home dog-eared and beaten up from lots of use. Widely available, don't go to the Windwards without it.

We boarded our boat in Marigot Bay, St. Lucia and prepared for our 14-day trip by provisioning for just 7 days — a good idea since the charter company normally over-provisions. Instead of leaving immediately, some of our group chose to visit Castries, the main port of entry. We loaded the taxi van to the limit — 10 — only to find that it couldn't even make it up the first hill. So four got out and pushed. The Grenadines are volcanic, with steep, windy roads.

In Castries, we dined at Rain, the famous

movie of the same name. The big question of the night was how many versions had been made and who starred in them?

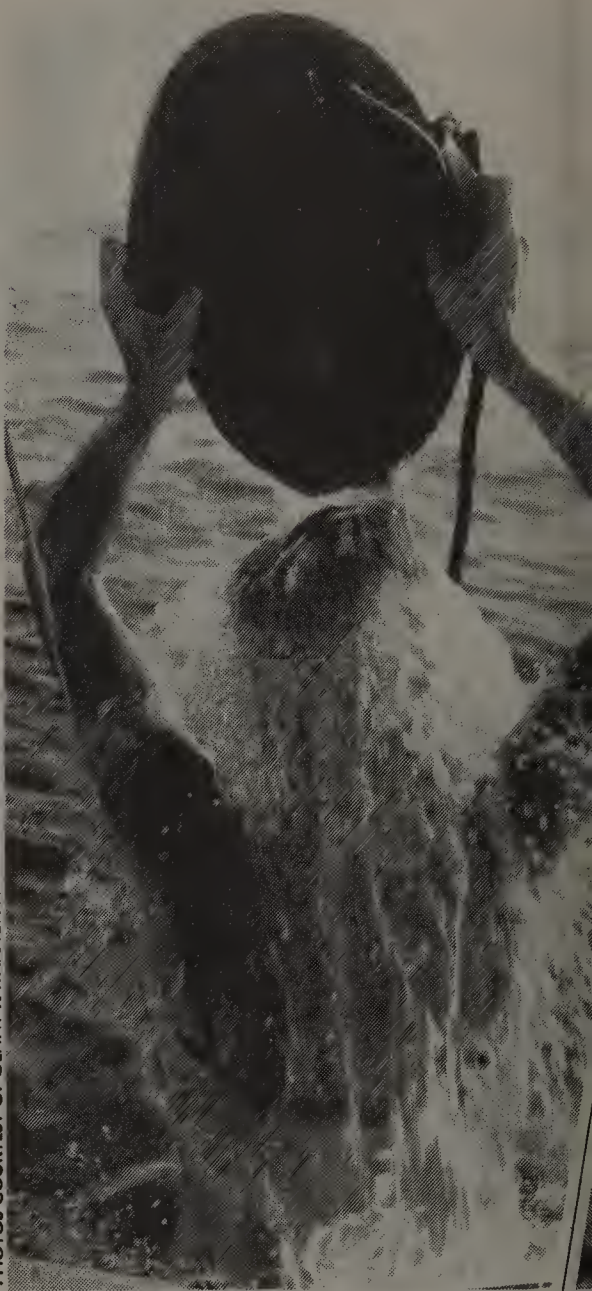
After leaving the base at Marigot, our first anchorage was off the town of Soufriere, a short two-hour sail south. What a beauty! The town sits just under the Pitons, two massive volcanic peaks that project a half-mile up from the water's edge. Since the bottom drops off so rapidly, it is necessary to drop anchor then tie a stern line around a palm tree on shore. You get a lot of help doing this, and this is where we got our first experience with the famous 'boat boys' of St. Lucia.

In fact, we were still several miles offshore when approached by the first, a young man named Nigel in a dugout motorboat. He wanted to let us know that he was first in line to help us anchor stern-to to the palm trees. There is, we learned, a pecking order among the boys.

Soon the negotiating began. The recommended fee is \$5 E.C. or about \$2 U.S. The charter company suggested we needed no more than \$150 U.S. to take care of all the boat boys and Custom's fees. As we approached the anchorage off the Hummingbird YC, which is really a restaurant — there were so many boat boys coming out to meet us that it looked like the Tahitians coming out to meet the *Bounty*.

These guys are great. They will try to drain you of every E.C. you've got while swarming over your boat trying to be helpful in handling anchor lines — as if they know what they are doing. It was chaos on some boats, as skippers yelled at boat boys, boat boys yelled at other boat boys and crews yelled at . . . whoever was available. As far as negotiating was concerned, it got a little over-bearing and several tempers were genuinely tried. It ended up being 5 E.C. to help anchor, 5 E.C. to tie your line ashore, 5 E.C. to watch your dingy while it was tied up, another 5 E.C. to watch the dinghy-watcher and a final 5 E.C. to help you push your dingy off the beach. And so on and so on.

While the boat boys as a group can be a pain in the ass, if you befriend one or two they can be a big help. They come out in their boats to sell fresh fruits, water, souvenirs, take in trash and offer to act as guides for side trips ashore. We later heard a rumor that 'first in line' Nigel was actually a

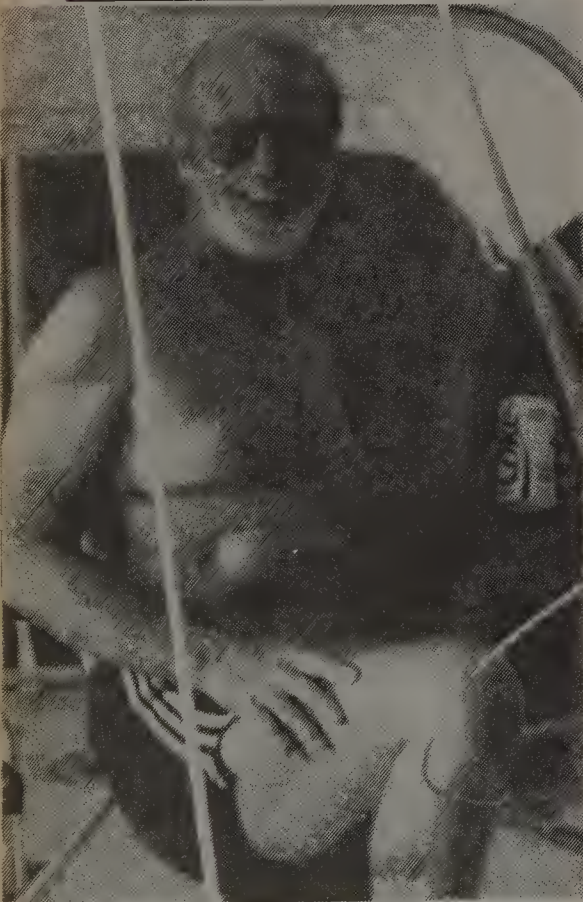


PHOTOS COURTESY OF DENNY KAVANAGH AND PETER GIBSON

delivery skipper for The Moorings and would, in fact, be delivering one of our group's boats back to St. Lucia from Grenada! Further 'down island', which is localese for any island south of where you are, we ran into a 'local boat boy' who was visiting for a few months — from Brooklyn, New York.

All of the Windwards, except Martinique, are English speaking, but have their own dialects. In St. Lucia, for example, they speak *patois* or a type of creole that combines fractured French and English. Even if you know French, it's very hard to understand. Because the English colonized the rest of the islands down island, the natives can be understood, but one has to listen very carefully since they speak quickly and idiomatically.

Everywhere we went, the people were friendly but basically shy. The clothes and houses are brightly colored and the kids play cricket in the streets — just like ours play football or baseball. The cricket players usually use a tennis ball, which because it floats can be retrieved when hit into the



PETER GIBSON

Floyd took a ribbing for break a couple of his. (Above right), 40 folks have fun cruisin', snoozin' and boozin' in the tropics.

restaurant. It's owned by Al Haman, a delightful gentleman who happens to be a friend of Ray's. Haman, who makes the best calalou soup in the islands, is a major movie buff and named his restaurant after the

CHARTERING



water. Talk about sand-lot baseball, the cricket bats they use are boards they find lying around. It goes without saying that the people of these islands are poor and anyone, including relatively rich yachties, should be careful how they throw money around.

In late spring, the wind in the southern Caribbean blows from the southeast, all the way from Africa. So from St. Lucia down island to Grenada, it's a broad reach. We sailed down the lee of all the islands, so only got open ocean wind and swells in the channels between them. The ocean breezes were a good 15 to 20 knots with stronger gusts lifting and heading our boats around the ends of the islands. We even saw an 8.5 on our fun-meter a couple of times. Not bad for a relatively heavy 38-ft cruising sloop. The wind shadow can stretch miles to the lee of the islands, so sailing close to the beach gave us a chance to leisurely view some of the awesome beauty of these islands.

We had 14 days to cover just 130 miles. Still, it wasn't enough time to cover all the

islands. We by-passed St. Vincent, for example, and sailed directly to Bequia. As we sailed past, however, we were able to view the lava flows left from the 1979 volcano eruption.

— *peter gibson*
sausallito yc

Charter Forecast

Pacific Northwest — Now through mid-September are prime time. Some outfits get fully booked, so call now.

Malne — Like the Pacific Northwest, you either go Windjamming between now and the end of September or not at all.

Southern California — With the 'June Gloom' theoretically behind us, Southern California should offer good weather into October. Weekdays and after school starts again in September are the least crowded.

Caribbean — This area is good for chartering the year round. It's a little more humid in summer and fall, but still delightful and less crowded. Best deals are September

and October, when there is a very slight, repeat very slight, chance of a hurricane.

Tahiti, Fiji and Tonga — Because our relatively pleasant summer is their high season, not as many people charter in the South Pacific. Big mistake. Now though October is the perfect time to charter.

The Med — Now until the end of September or not at all. It's expensive, crowded — horribly so in August — but lots of fun.

Greece — The risk of *meltemis* begins to decline in August and September, but August can be hot. September, with kids back in 'school, is highly recommended.

Yugoslavia — This is an excellent charter area, but it's best to wait until the bullets have stopped flying and the smoke has cleared.

Mexico — Summer along mainland Mexico is too hot, humid and hurricane whipped to recommend. The Sea of Cortez, however, is acceptable for those who like it very hot. October is the month.

Thailand — Wrong time of year. December through March is the best.



BOSUN'S

CHARTERS LTD.

*Secluded anchorages, sandy beaches, bustling resorts
...the Spectacular Gulf & San Juan Islands...*

Canada's Best West Coast Location

- ☑ BAREBOAT & SKIPPERED YACHT CHARTERS
- ☑ FULLY EQUIPPED YACHTS, POWER & SAIL
- ☑ CYA LEARN-TO-SAIL VACATION PACKAGES
- ☑ ONE TO THREE-DAY ADVENTURE CRUISES
- ☑ HI-SPEED SERVICE BOAT & VHF RADIO

THE FINEST YACHTING HOLIDAYS IN THE ISLANDS



Offering a complete line of Class yachts:
C&C, CS, Beneteau, Elite, Nonsuch, CHB, Hunter

JOIN OUR OVER 50% REPEAT CUSTOMERS

*Begin your holiday IN the Islands, don't waste precious time
getting there! Find us with ease — only minutes from
Victoria airport & ferry terminals on Vancouver Island*

2240 Harbour Rd., P.O. Box 2464L, Sidney, B.C. V8L 3Y3
604-656-6644 FAX: 604-656-4935

~ CALL COLLECT ~

The Right Charter Company

THE RIGHT PLACE - Protected waters, remote anchorages, resort marinas. Hundreds of islands are yours to enjoy from our homeport in Anacortes, Washington. We operate the closest full service marina to the fabled San Juan Islands and Gulf Islands of British Columbia.

THE RIGHT BOAT - Over 85 clean, fully equipped and expertly maintained sail and power yachts; 24' - 56', bare boat or skippered.

THE RIGHT PEOPLE - A family company staffed by experienced yachtsmen who know the value of friendly personal service and professional attention to detail.

THE RIGHT PRICE - Economy and value have been family traditions for 4 generations. We have the boat to fit your budget.

That's what you expect ...
That's what we deliver!

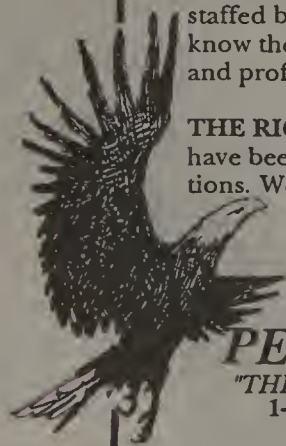
PENMAR MARINE

"THE RIGHT CHARTER COMPANY"

1-800-828-7337 or (206) 293-4839

Fax: (206) 293-2427

2001 Skylne Way Anacortes Wa 98221



BEAUTIFUL BRITISH COLUMBIA CANADA

Rated the finest cruising waters in the world! Choose from our modern fleet of power and sailboats 27' - 44', skippered or bareboat. The cost is suprisingly affordable. If you are seeking protected waters, breathtaking scenery, abundant fish, oysters and crabs, powder sand beaches, secluded anchorages or charming waterfront restaurants, call Pacific Quest Charters, (604) 682-2161 or (604) 682-5312.

OK **PACIFIC
QUEST
CHARTERS**

1521 Foreshore Walk
Granville Island
Vancouver, B.C.
V6H 3X3

PUT THE WIND BACK IN YOUR SAILS

Explore new waters in a lively C&C Yacht (29' to 39'), superbly equipped and flawlessly maintained. The Gulf Islands. Desolation Sound. The San Juans. Sail yourself or learn with us. All you bring is you. Call now for our information package.

FOR THE BEST IN SAILING VACATIONS
CALL COLLECT - CENTRAL RESERVATIONS

1-604-748-6575

TOLL FREE IN B.C. AND ALBERTA
1-800-663-5311

THE ISLAND CRUISING GROUP

6145 Genoa Bay Road, Duncan, B.C. V9L 1M3

Full Service Charters and Cruise & Learns from
Maple Bay - the heart of B.C.'s Gulf Islands.

The High Performance Charter from Nautor's own Charter Company



Sail a high performance Swan in the trade winds of the Caribbean sea, with turquoise waters and white sandy beaches fringed with palm trees. Cruise amongst tropical islands in the sun.

Based in St. Martin in the Leeward Isles of the French West Indies, Nautor's Swan Charters is a wholly owned subsidiary of Nautor Finland. This ensures an unrivalled level of service and quality of vacation - after all, who better to provide a Swan charter than the people who build them?

We currently have a wide selection of the latest Swan models. All equipped to the highest possible standards and are maintained in mint condition by factory trained staff.

We are unique in that we are the only company in the Caribbean to offer Swans up to 46 feet for charter on a bareboat basis. So, whether it's a "hands on" bareboat charter of a Swan 36, or a laid back vacation on a crewed 68, every aspect of your cruise is tended to with infinite pride and care.

From the moment you arrive at the airport, until the time you leave for home, we will see that every aspect of your vacation lives up to the Swan name and reputation, offering Swan style, Swan standards: five-star cruising, comfort and service.

To find out more about how Nautor's Swan Charters can arrange the ultimate vacation contact our North American sales office for your color brochure and full booking details.

TOLL FREE: 1 800 356 7926

Nautor's Swan Charters

55 America's Cup Avenue, Newport, Rhode Island 02840

Tel: (401) 848 7181 Fax: (401) 846 7349

Nautor Sales Offices Worldwide

Kemah TX . Harbor Springs MI . Newport Beach CA . Seattle WA . Australia . British Isles . Denmark . Finland . France/Italy/Monaco . Germany . Holland . Hong Kong . Japan . Singapore . Spain . Sweden/Norway . Switzerland .

**NAUTOR'S
SWAN
CHARTERS**

SAIL OFF THE BEATEN PATH

SAIL Fiji



Sail in beautiful Fiji – one of the world's last unspoiled charter regions. Let us take you to rarely visited islands and remote beaches, where you'll never have to share an anchorage. Our personalized service makes your sail off the beaten path an unforgettable experience.

**IF YOU'RE INTERESTED IN A CHARTER WITH A DIFFERENCE
CALL FOR OUR COMPLETE BROCHURE
ON THIS UNSPOILED PARADISE**

WIND-N-SEA ADVENTURES (510) 523-9713

SAIL THE SAN JUANS, CANADIAN GULF ISLANDS from Bellingham in clean, well equipped yachts. Bareboat sailfleet includes Hunter 28-43, Sceptre 41 pilothouse. Friendly, personal service. Conveniently located near international airport, freeway. Only 8 miles to beautiful island anchorages.



BELLHAVEN CHARTERS

#9 Squalicum Mall,
Bellingham, WA 98225

1-800-542-8812

(206) 733-6636

Fax (206) 647-9664

Conch Charters Ltd. British Virgin Islands

Bareboat/skippered
sailboats 30-50

Why shell out a fortune?

Call Conch Charters Ltd.

(809) 494-4868 • Fax (809) 494-5793

P.O. Box 920, Road Town,
Tortola, British Virgin Islands

SAILING EXPERIENCE

happiness is a Tropic Island Charter

DISCOVER the beauty of the Virgin Islands aboard your immaculate TROPIC ISLAND YACHT where you are guaranteed a holiday not to be forgotten.

INQUIRE about our unique
Purchase Management Plans.

NOW we also have Trawlers, Motor Yachts and Catamarans available for Charter and Purchase.



TROPIC ISLAND YACHT MANAGEMENT LTD.

CALL TOLL FREE
1-800-356-8938



P.O. Box 532
Maya Cove, Tortola
British Virgin Islands
TEL: (809) 494-2450
FAX: (809) 495-2155

2 Thorncliffe Park Dr.
Unit 20, Toronto, Ontario
Canada M4H 1H2
TEL: (416) 696-9711
FAX: (809) 495-2155

SEAHORSE SAILING inc.

DESOLATION SOUND,
Gulf or San Juan Islands
Skippered & Bareboat Charters
Cruise & Learn Courses
(a C.Y.A. member school)

2075 Tryon Road,
Sidney, B.C. V8L 3X9

Tel: (604) 655-4979
Fax: (604) 655-4956

SAN JUAN SAILING CHARTERS



28-ft to 41-ft
Quality Sailboats.
Come Sail With Us!

Six day learn and cruise
charter certification
available.

ASA certified

CALL 1-800-677-SAIL

#1 Squalicum Harbor Esplanade, Bellingham, WA 98225

Here's to you!

Sun Yacht Charters

is now in TAHITI!

Call for details.

10 days
for the
price
of 7!

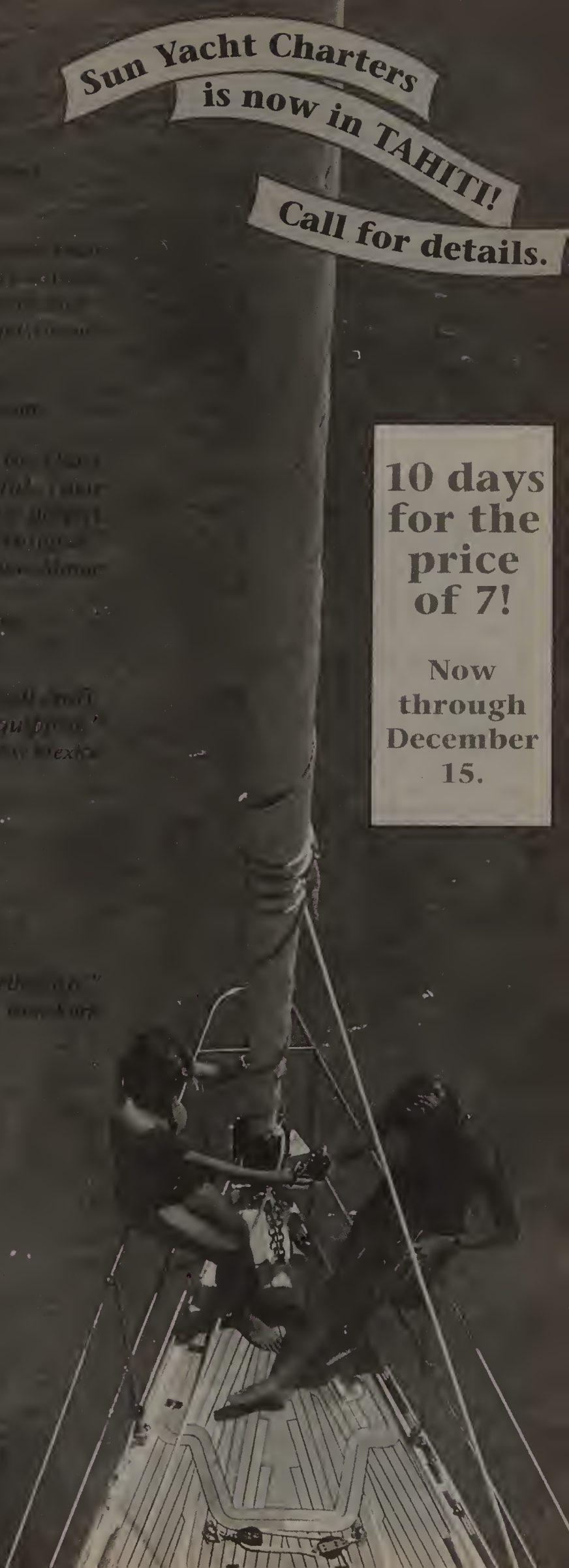
Now
through
December
15.

800.772.3500



Sun Yacht Charters

A Division of Sunline



THE RACING

With reports this month on a pair of delightful (and record-breaking) Delta races, the **South Tower Race** and the **Delta Ditch Run**; a preview of the upcoming **Two Ton-Worlds** in Hawaii; an IMS bumper at **Long Beach Race Week**; a catboat mauls the fleet at the **SSS In the Bay Race**; results of SBRA's literally hot **Clear Lake Regatta**; a **505** and **I-14** get-together on the Cityfront; some great racing at the **Etchells PCCs**; sailmaker **Steve Taft's** 'tips from the top' on the **720°** rule; the **OYRA first half results**; "The Natural" scores again at the **Moore 24 PCCs**; a civilized **Woodie Invitational**; and, as usual, more **race notes** than we knew what to do with.

South Tower Record Eclipsed

This must be the year for smashing records! The latest milestone to succumb was Stockton SC's 140-mile South Tower Race, held in user-friendly conditions on June 19-20. Ed Marez, sailing his family's sexy 44-foot Schumacher-designed *Eclipse*, knocked an hour off Don Trask's 1986 pace with the J/35 *Smokin' J*, finishing early Saturday morning in an elapsed time of 21 hours, 17 minute, and 29 seconds.

Sailing with a 14-man crew including Jack Halterman and imported East Coast hired gun Steve Benjamin, Marez also set a new course record for the first boat to Blackaller Buoy. In the process, *Eclipse* — which sports a PHRF rating of zero — picked up four trophies: first-to-Blackaller, first-to-

respectively, also benefitting from the 'big boat' conditions. Veteran ditchmeister Mason was heard to comment that this year's race was one of the most enjoyable he can recall of the *twenty* he's done.

Almost everyone pulled into Stockton around cocktail hour on Saturday evening, just before a freak windstorm hit. Only half a dozen of the 39-boat fleet were still on the course at about 7 p.m., when a 'tornado', or 'dust devil', or whatever you want to call it slammed the ditch with winds that *Cheers*, a Cal 3-30, swears hit 88 knots. It was severe enough that the Catalina 27 *Achernar* was blown up on the rocks — but soon recovered and went on to win their class — and an Islander 30 reportedly did an unintentional and quick 720°.



LATITUDE ARCHIVES

finish, first in class and first overall. The weather for *Eclipse's* record-breaking sprint was ideal: she rode the current both ways and winds were moderate throughout. Some legs that are normally beats were fetches this year, and most boats never got their decks wet.

A pair of local craft, Carl Bauer's Olson 34 *Ozone* and Tom Mason's Olson 29 *Miss Conduct* finished second and third overall

It's only rack n' roll: 'Eclipse' sailed the race of her career in this year's South Tower Race.

DIV. I (0-102) — 1) *Eclipse*, Schumacher 44, Ed Marez; 2) *Ozone*, Olson 34, Carl Bauer; 3) *Miss Conduct*, Olson 29, Tom Mason. (7 boats)

DIV. II (126-132) — 1) *American Eagle*, Peterson 34, Frank Purdy; 2) *Chief*, SC 27, Dwight Odom; 3) *Chilli*, Santana 30/30, Mike Maurier. (7 boats)

DIV. III (144-162) — 1) *WylieCat*, WylieCat, Mike Katz; 2) *Bear Grotto*, Custom ULDB, Hank Jotz; 3) *Alzora*, Olson 25, Rex Malott. (8 boats)

DIV. IV (174-186) — 1) *Veloce*, Cal 27, Ni Orsi; 2) *Candace Ann*, Islander 30, Mike Sheehe; 3) *Purrfection*, Nonsuch 30, Ray Drew. (7 boats)

DIV. V (192-234) — 1) *Achernar*, Catalina 27, Leslie Oliver; 2) *Mr. Bone*, Columbia Sabre, Rick Nelson; 3) *Cool Change*, Catalina 30, Mike Morehouse. (7 boats)

F-27 — 1) *Wingit*, Ray Wells; 2) *Pegasus*, Andrew Pitcairn; 3) *Bad Boy*, Gary Helms. (4 boats)

OVERALL — 1) *Eclipse*; 2) *Ozone*; 3) *Miss Conduct*; 4) *WylieCat*; 5) *Rascal*, Wilderness 30, Pat Brown. (40 boats)

Delta Ditch Run

The second annual 65-mile Delta Ditch Run — more properly known as the San Francisco to Stockton Race — attracted 53 boats, up from 37 in its debut last year. "If you liked last year's, you'd have loved this one!" claimed race promoter John Dukat. "It was just about perfect."

Thanks to pleasant winds and favorable currents, the course record (7 hours and 56 minutes, set by *Eclipse*) was smashed by 19



COURTESY CHRIS PETERSON

Keefe. (19 boats)

HEAVY — 1) *Paddy West*, Sea Bird Yawl, Mike & Sue Proudfoot; 2) *Enigma*, Coronado 25, Peter Hine; 3) *Two-Bits*, Cal T/4, Ray Osborn; 4) *Aber-rant*, Coronado 25, Jeff Riddles; 5) *Perezoso*, Excalibur 26, Jeff Nehms; 6) *Fat Chance*, Ranger 23 (tall rig), Bob McKay; 7) *Bad Dog*, J/22, Debbie Walker; 8) *Quickie*, J/24, Jim Hachman; 9) *Flamingo*, J/24, Britt West; 10) *Rattle 'N Hum*, Wavelength 24, David Maxwell. (22 boats)

Two Ton Worlds

Eight boats — the bare minimum for a world championship event — will compete in the Two Ton Worlds in Hawaii on July 26 through August 14. The prestigious IOR series will run in conjunction with the Kenwood Cup (August 1-14), which at this writing is shaping up primarily as an IMS battle.

The latest entry, the all-important eighth boat, in the Two Tons Worlds was Irv Loube's Farr 44 *Bravura*, which finally signed up on June 19. Boat pro Scott Easom is scrambling to get *Bravura* on a freighter leaving July 1 for the Islands, while driver Robbie Haines is currently searching for a 170-pound tactician. Already signed up to crew are co-charterer Roy Disney, Jr., bowman Chuck Simmons, Dennis George, 'Molly' McAllister, George Hindley, Mel Wills and someone from the East Coast known only as 'Shaky'. "We've got our usual weight problem," explained Easom. "We're all supposed to lose 10 pounds in the next month."

Despite *Bravura*'s late start, they should be highly competitive — if not favored to win — the series. "We know Hawaii well, and we know how to sail aggressively," explained Scott. "We won't have a lot of time to look at the new sails, though. Still, our ideal scenario would be to win the Worlds, have the U.S. win the Kenwood Cup, and then sell the boat."

Known competition in the long and grueling event will come from the Italian Farr 45 *La Rouge*, winner of the '91 Two Ton Worlds in Kiel, Germany, and the French J/V 44 *Corum Rúbis* (ex-Unibank). *Bravura* sailed against both boats at last summer's Admirals Cup and appeared faster than each. 'Unknowns' include a trio of brand new Japanese entries: the Farr 44 *Donky VI*, the J/V 44 *Swing* (which according to the May *Seahorse* was the only IOR yacht built in all of Europe this winter) and the R/P 44 *Siesta*, which will feature a lot of Nippon Challenge talent aboard as well as co-designer Jim Pugh.

The Japanese boats will be exciting to watch, as will *Shockwave*, a new Farr 44

Keep on truckin': Nash, Nash & Nash (Chris, Nicholas and Gordie) celebrate their triumphant Ditch run.

windy enough that the light boats could get out of the water. It turned into a 'Battle of the Davids' between us and *Paddy West*! It was also a lot of work — we had four or five sails up the whole time. There wasn't any time to drink beer or relax."

Nash's crew for the 9-hour journey was his brother Chris, and Chris' 12-year-old son Nicholas.

CRUISE I — 1) *Sea Spell*, Venture 24, Bill Yeargan. (3 boats)

CRUISE II — 1) *White Knuckles*, Columbia 28, Jim Cahill; 2) *Snowbird*, Yankee 30, Dan & Len Marsh. (4 boats)

MULTIHULL — 1) *Bad Boy*, F-27, Helms/Green/Ropers; 2) *Threesome*, F-27, Alan Bikle. (4 boats)

UNLIMITED — 1) *Blown Hard*, Hobie 16 with Express 27 spinnaker, Chris Shepard. (1 boat)

LIGHT — 1) *Fairhaven*, Vineyard Sound Ketch, Gordon Nash; 2) *WPOD*, Wabbit, Melinda Erkelens; 3) *Bear Grotto*, Custom Jotz, Hank Jotz; 4) *Hare Ball*, Wabbit, Jim Malloy; 5) *Wanna B*, B-25, Joe Ballard; 6) *Mr. McGregor*, Wabbit, Kim Desenberg; 7) *Gold Driver*, Holder 20, Victor Pierce; 8) *Kwazy*, Wabbit, Colin Moore; 9) *Audacious*, Moore 24, John Hollenbeck; 10) *Contingent*, Wabbit, Jerry

boats. First to the Stockton Sailing Club, as expected, was *TomCat*, Paul Simonsen's Morelli 40 catamaran. Joining Paul for the speedy run were his sister and her 16-year-old son ("We made him grind his way to Stockton!"), Zan Drejes, Carlos Baddell, Dave Gruver and navigator Jim Watters. "We had an absolute ball!" claimed Simonsen, who's hoping to sell his other boat, the SC 70 *Mongoose*, after the Big Boat Series and then concentrate on setting more local records with *TomCat*.

Thanks in part to hitting burst of 25 knots going down San Pablo Bay, *TomCat* finished the race in just five hours and 30 minutes. However, it was the tiniest boat in the fleet, Gordie Nash's 19-foot Vineyard Sound Ketch *Fairhaven*, which put its 282 rating to good effect to correct out overall. In fact, the highest rated (i.e., slowest) boats in each of the five divisions won this year's drag race.

"It was our day," said Nash afterwards. "The currents were with us, and it wasn't

THE RACING

owned by veteran Kiwi campaigner Neville Crichton. Originally built for a Japanese syndicate that went belly up, *Shockwave's* hull was purchased by Crichton, who had it finished to his specs. His talented crew will include Tom Dodson, skipper of the one tonner *Matenrow* (top boat at the last Kenwood Cup), and tactician Chris Dickson, apparently returning to his Kiwi roots after a stint with the Japanese.

The only truly uncompetitive boat in the fleet will be the Russian entry, an older Hoffman 45 called *Pulsar*. They'll have an unassailable grasp on last place unless one of the other 'toys' breaks down early on. Still, as regatta official Ken Morrison of the host Royal Hawaiian Ocean Racing Club points out, "You have to give the Russians credit for their interest in competing in one of the premiere offshore championships in the world." (Reading between the lines, their involvement was also crucial in bringing the fleet up to the requisite eight boats.)

Meanwhile, Easom and others on *Bravura* are dieting, as well as boning up on their foreign languages: "I wonder how you say, 'Excuse me, comrades — we're racing' in Russian?" laughed Scott.

Long Beach Race Week

Chalk it up to superstition: anyway you look at it, Long Beach YC's 13th Annual Race Week, sailed on June 12-14, was a jinxed regatta. We've enjoyed Long Beach Race Week (like 'jumbo shrimp', 'deafening silence' and 'army intelligence' the title is an oxymoron — it's only a weekend) for years now, but we have to say it was distressing to participate in this year's travesty. The weather was fabulous, the parties were great (no Twisted Sisters or people getting tossed in the pool — just good food and music), but the race committee work. . . well, like Mom always said, if you can't say anything nice, don't say anything at all.

Northern California was ably represented by four boats, all bravely sailing in IMS (which Southern California sailors have now dubbed the "International Mystery System"). Jim Mizell's recently unstoppable *High Risk*, Bob Garvie's still-teething *Bullseye* and Sy Kleinman's venerable *Swiftsure* sailed in the competitive A class; the Howie Marion-driven *Bang* benefitted from the class breaks and had its way with the relatively weak B fleet. *High Risk*, sailed by enlightened amateur sailor Ted Wilson and pro tactician Dee Smith, probably won in A (if they didn't, a good-looking new Wylie 46 called *Heartbeat* did) — but, incredibly, two weeks after the regatta, there still aren't any results for



IMS! Designer Alan Andrews, apparently the only human being south of Market Street capable of crunching IMS numbers, unfortunately had to leave for Europe right after the racing. . .

"Actually, it's not the rule's fault — if anything, IMS seems like it's starting to work," claimed *Swiftsure's* Dick Pino. "Measuring pitching moment (as of June 1) was a step in the right direction, and the new percentage penalties (actually credits of .25% or .50% to older boats) seem fairer than before. We were surprisingly competitive on *Swiftsure*! But the administration of the rule down there — ho ho, geez, what a scary movie! And the course lengths — another joke! How can you be off by 50% of the course length, not once, but twice?"

In the classes that actually had results, Bob Butkus' Dubois one tonner *Victory*, with North sailmaker Mark Wilson driving, narrowly defeated *Chayah* and a ragtag assortment of aging warhorses in probably the last IOR buoy competition ever to be held on the West Coast. Larry Harvey, imported tactician Jeff Madrigali and the talented crew of *Abba Zaba Jab* beat the

How did Bob Garvie's new Tripp 40 'Bullseye' fare at LBRW? Oddly enough, no one knows — including the Long Beach YC race committee.

bejesus out of the J/35 class (the *Jabbers* are drooling at the prospect of crossing tacks with *Draco*, currently the toast of the Bay J/35 fleet, in the Big Boat Series). *Blondie*, Peter Tong's ageless SC 70, won the small sled class in an owner-driver series, while Jim Cochran *Snookered* the Schock 35s and Kent Miller's *Dawn Sawn* took the nostalgia class, the PC 32s.

We honestly wanted to write a lot more about Long Beach Race Week — if only for old time's sake. But we have too much respect for Mom (in retrospect, she was right about so many things!) and the memory of this once great regatta to carry on.

IOR — 1) *Victory*, 'Dubious' 40, Bob & Kathy Butkus, 10.5 points; 2) *Chayah* (ex-*Springbok*), Vallicelli 50, Oscar Krinsky, 10.75; 3) *Patriot*, J/N 40, Jerry Montgomery/Alan Johnson, 18.75; 4) *Abduction* (ex-*Deborah*), Frers 43, D. Harlow/S. Patillo, 19.75; 5) *Camouflage*, Frers 45, Al Schultz, 22. (8 boats)

IMS I — Pending

IMS II — Pending

J/35 — 1) *Abba-Zaba Jab*, Larry Harvey, 5 points; 2)



GERI CONSER

Fast Lane, The Pattersons, 24.75; 3) **Juice**, Stan Yocum, 26; 4) **Flambuoyant**, Barney & Steve Flam, 30; 5) **Diversion**, Jack Hamilton, 38. (14 boats)

SCHOCK 35 — 1) **Snooker**, Jim Cochran, 10 points; 2) **Outlier**, Gordy Palmer, 17; 3) **Power Play**, Metz/McGuade, 17.75. (6 boats)

PC 32 — 1) **Dawn Sawn**, Kent Miller, 10.25 points; 2) **Sea Chase**, Phil Chase, 14.75; 3) **Damn Yankee**, Ralph Deluca, 17. (5 boats)

ULDB 70 — 1) **Blondie**, SC 70, Peter Tong, 7.75 points; 2) **Alchemy**, Andrews 70, Dick Compton, 11; 3) **Grand Illusion**, SC 70, Ed McDowell, 11.5. (6 boats)

SSS In The Bay Race

Yacht broker Chris Boome blew the competition out of the water with the new *WylieCat* in the Singlehanded Sailing Society's cleverly named In the Bay Race on June 13. The 18-mile lap around the Bay started and ended in light air off Corinthian YC, and how competitors fared getting out of Raccoon Strait more or less dictated their finish order. *WylieCat* finished over an hour ahead of the next boat in its class, and in the overall standings corrected out 13 minutes in front of the second place boat!

Naturally, Boome was enthusiastic about the performance of the new *WylieCat* 30.

"The boat has exceeded our expectations," he claimed. "It's lively, it points well and it's really simple to sail! It's also incredibly stable — you'd swear you were on a 40-footer!" The wishbone rigged, bulb-keeled, 5,000 boat seems custom-made for shorthanded sailing, but it's also performed well in fully crewed races, recently taking the annual St. Francis Interclub Regatta and a first in class in this year's delightful South Tower Race. Rated at 144 PHRF, the sleek catboat will no doubt continue to make its presence felt on the race course.

Boome compared the *WylieCat* 30 to the baseball stadium in the movie *Field of Dreams*. "When Tom (Wylie), Dave (Vickland) and I conceived this project a few years ago, we were hearing those voices saying, 'If you build it, they will come.' Thanks to about 50 of our friends, we've finally finished the prototype. It's been successful and, sure enough, people are starting to come to us. We're looking for a builder right now, and hope to bring it into production soon."

The next SSS event is the South Beach YC Race on July 25. You can bet the *WylieCat* will be there, though Boome's not sure whose turn it is to steer. "With so many 'owners', there's a waiting list to sail the boat!"

SINGLEHANDED:

MULTIHULL — 1) **Sundowner**, Buccaneer 33, Joe Theriault; 2) **Defiance**, Cross 45, Bill Maudru. (3 boats)

DIV. II — 1) **Cheyenne**, Wylie 34, Jim Fryer; 2) **Razzberries**, Olson 34, Bruce Nesbit; 3) **Wysiwyg**, Olson 30, Don Martin. (5 boats)

DIV. III — 1) **Wyliecat**, Wyliecat 30, Chris Boome; 2) **Pelagic Fantasy**, Newport 33, Richard Holway; 3) **Andria II**, O'Day 27, Fred Hess. (6 boats)

DIV. IV — 1) **Impossible**, Ranger 23, Gary Kneeland; 2) **Chelonia**, Yankee 30, Ed Ruszel; 3) **Riffraff**, Santana 22, Erik Menzel. (5 boats)

OVERALL — 1) **Wyliecat**; 2) **Sundowner**; 3) **Defiance**. (19 boats)

DOUBLEHANDED:

MULTIHULL — 1) **Defiance**, Cross 32R, Mike Jones. (1 boat)

DIV. II — 1) **Desperately Seeking Susan**, Express 27, Mark Halman; 2) **Bird**, Swede 55, David Poole; 3) **Nidaros II**, Santana 30/30, Bjarne Junge. (5 boats)

DIV. III — 1) **Chesapeake**, Merit 25, Jim Fair; 2) **Spectra**, Columbia 45, Hal Wright; 3) **Patriot**, Yamaha 33, Roy Kinney. (10 boats)

DIV. IV — 1) **Dulcinea**, Coronado 27, John Slivka; 2) **Shazam!**, Santana 22, Bud Sandkulla; 3) **Meschef**, Peterson 25, Bruce Pon. (8 boats)

OVERALL — 1) **Desperate**; 2) **Dulcinea**; 3) **Shazam!** (24 boats)

Moonlight Race Won By Farmers!

Sometimes we wish we worked for the *National Enquirer* or *The Star*, just so we could make up neat headlines like the above.

In this case, however, it would be true: San Francisco YC's Midnight Moonlight Maritime Marathon (aka MMMM) on June 20 was literally won by Sebastopol sheep rancher Richard Von Ehrenkrook and his Cal 20 *Farmers*. Sailing with his regular crew, next-door neighbors Peter Bell and Erik Lemire, Von Ehrenkrook piloted *Farmers* out of Raccoon Strait at 3:30 p.m., first in the 33-boat reverse handicap start. The trio arrived back at 10:17, a whopping eight minutes ahead of the second place boat, Steve Schneider's *Islander 36 Absolute*.

"This is the sixth or seventh time we've done the Moonlight Race, and it was nice to finally win!" claimed Richard. "I'd attribute our success to a combination of reasons: we were able to carry a kite on the way down San Pablo Bay when others couldn't, our shoal draft (3.5 feet) allowed us to get out of the flood on the beat back and — most importantly — the hole that usually nails us as we sail back under the San Rafael Bridge wasn't there this year."

1) *Farmers*, Cal 20; 2) *Absoiute*, *Islander 36*; 3) *Leda II*, Lapworth 36; 4) *Blazer*, J/29; 5) *Chaos*, Ranger 23; 6) *Black Lace*, J/29; 7) *Advantage II*, J/29; 8) *Outrageous*, Catalina 30; 9) *George*, Olson 25; 10) *Freyja*, Catalina 27; 11) *Hana Ho*, SC 50; 12) *Maybe*, J/29; 13) *Good n' Plenty*, Soverel 33; 14) *Wave Dancer*, J/29; 15) *Outrageous I*, Olson 911S; 16) *Golden Bear*, Frers 46; 17) *Maiuhia*, Beneteau 42; 18) *Yachyd Da II*, Septre 41; 19) *Rosanna*, Santana 22; 20) *Thrasher*, J/29; 21) *Coyote*, Beneteau 39; 22) *Aniara*, Swan 38; 23) *Bandido*, Farr 36; 24) *C Ro Mar*, Beneteau 42; 25) *Razzberries*, Olson 34; 26) *Night Watch*, Moody 425; 27) *Dance Away*, Santana 35; 28) *Dreamtime*, Olson 911S; 29) *InfraRed*, Davidson 44. DNF: *Power Play*, *In the Bagg*, *Smokin' J*, *White Satin*. (33 boats)

SBRA Clear Lake Regatta

A record 175 sailors in 18 different classes partook in some blistering racing at the Small Boat Racing Association's popular Clear Lake Regatta on June 20-21. How hot was it? On Saturday, when fickle winds maxed out at 5 knots, the mercury touched 107°, sending most sailors overboard to escape the heat. On Sunday, both the wind (9-12 knots) and the temperature (which plummeted to 104°) were more reasonable.

As usual, the racing was hosted by Diablo Sailing Club with help from Island YC, Richmond YC and Konocti Bay SC. Several

THE RACING

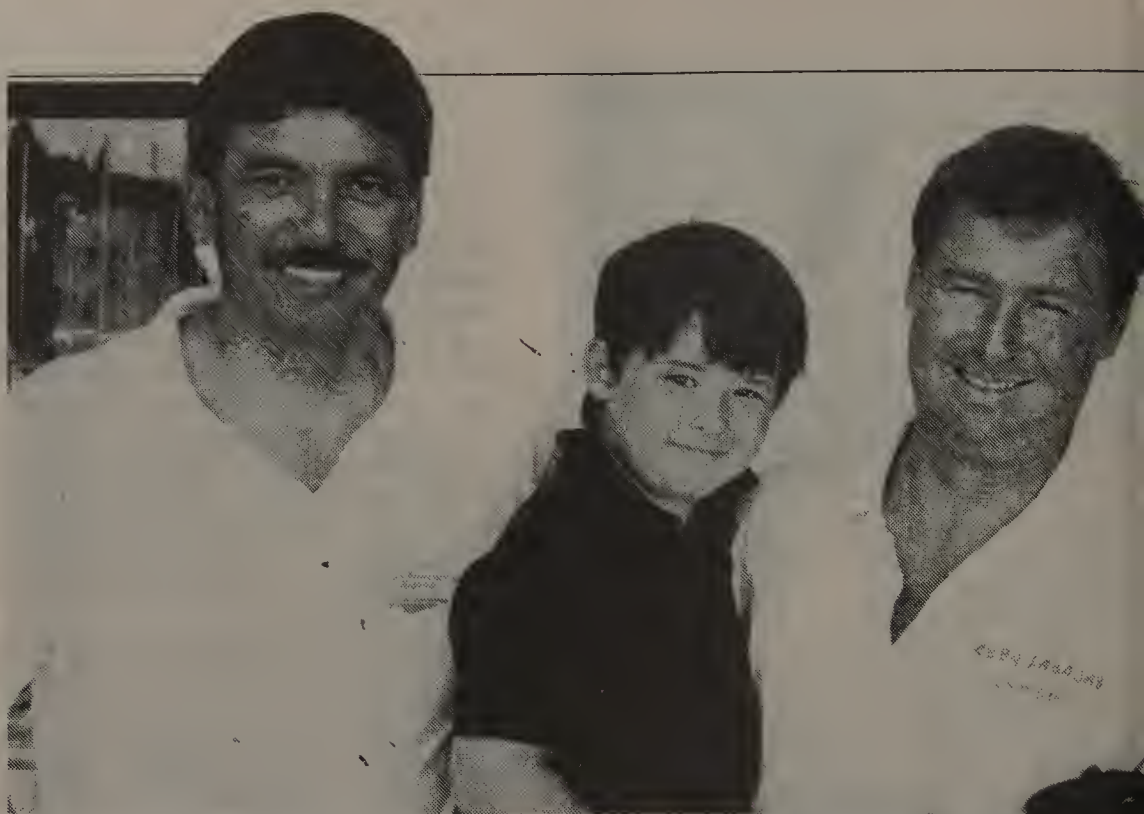
classes were racing for their West Coast Championships (Fireball, I-14s) and one, the Laser Masters (over 35 years old), was making its debut on the strangely tinted waters of Clear Lake. Also noteworthy was that SBRA workhorse and perennial Clear Lake Regatta race chairman Scott Rovanpera 'retired' from that active duty after the weekend. "Scott's run this regatta for 12 years, and did a hell of a job," stated SBRA's Russ Breed. "All of us owe him a lot."

SUNFISH — 1) Bob Cronin, 4.25 points; 2) Darryl Coe, 9.75; 3) Byron Jonk, 15.75. (14 boats)
EL TORO SR. — 1) Dennis Silva, 8.5 points; 2) Steve Briggman, 23; 3) Al Kenstler, 27.75. (28 boats)
EL TORO JR. — 1) Skip McCormack, 7.25 points; 2) Dana Jones, 19; 3) Paul Saitta, 21.75. (13 boats)
LIGHTNING — 1) Michael Molina, 3.5 points. (3 boats)
SNIPER — 1) Mike Schmidt, 7; 2) Rich Bergsund, 8.75; 3) Jon Andron, 19. (13 boats)
LASER A — 1) Patrick Whitmarsh, 3.75 points. (3 boats)
FJ — 1) Paul Rothaus, 5 points; 2) Vern Tucker, 12.75; 3) Linda Brandon, 22. (10 boats)
LASER MASTERS — 1) John Hayley, 14.75 points; 2) Jim Christopher, 15; 3) Bruce Braly, 15.5. (21 boats)
'NASH CLASS' (OPEN) — 1) Gordie (OK Dinghy), 8.25 points; 2) Tim (OK Dinghy), 8.75; 3) Chris (OK Dinghy), 10.75. (6 boats)
505 — 1) Jim Maloney, 1.75 points. (2 boats)
I-14 — 1) Kris Bundy, 5.25 points; 2) Honseler/Bieker, 10; 3) Ron Boehm, 11.75. (25 boats)
WABBIT — 1) Colin Moore, 6.25 points; 2) Jon Stewart, 7.75; 3) The Jr. Erkelens, 7.75. (9 boats)
FIREBALL — 1) Chlp Hellier, 6.5 points; 2) Will Paxton, 7.75; 3) Kevin Rea, 12.5. (8 boats)
LASER II — 1) Bart Harris, 5.5 points; 2) Turner/Bass, 10.75; 3) Bell/Howell, 13. (10 boats)
CONTENDER — 1) Gil Woolley, 3 points; 2) Rich Welch, 7.75. (5 boats)
C SCOW — 1) Jim Ziebell, 4.25 points; 2) Naim Shah, 8.75. (5 boats)

505s & I-14s

St. Francis YC's 505 and International 14 Regatta on the breezy weekend of June 6-7 attracted a relatively large fleet. Eighteen 505s were on hand for this tune up/qualifier for the upcoming Worlds, while a surprisingly healthy 13-boat fleet of the high-tech, double-trapezoid I-14s also showed up. Jim Maloney and Bob Sutton won the 505 class with a consistent finishes (3,3,1,3,2), while Zach Berkowitz and Karl Baldauf nuked the I-14 fleet with a near perfect record of 1,1,2,1,1.

This regatta was the last of four (two in Santa Cruz and the Los Angeles PCCs) which were qualifiers for the 505 Worlds scheduled at Santa Cruz YC on August 14-



20. Nine West Coast skippers have 'made the grade': Jim Maloney, Jim Wondolleck, Bill Jager, Tom Poore, Paul Tara, Pat Andreasen, Bruce Edwards, Jeff Miller and Howard Hamlin. The festivities, which include the NAs/Pre-Worlds on August 9-11, are expected to draw between 80 and 100 of these 16-foot rocketships from all corners of the globe.

505 — 1) Larry Therapy, Jim Maloney/Bob Sutton, 11.75 points; 2) Wowie, Howard Hamlin/Cam Lewis, 12.5; 3) Spaceman Spiff, Bruce Edwards/David Shelton, 16.75; 4) Crunchy Vegetables, Bill Jager/Robert Park, 23; 5) Surf City Flyer, Jeff Miller/The Bird, 25; 6) TBA, Jim Wondolleck/Jay Kunch, 32; 7) #8017, Tom Poore/Stuart Park, 36.75; 8) Powered Up, Patrick Andreasen/Meade Hopkins, 45; 9) Trauma Mama, Chris Klein/Rick Rattray, 46; 10) String Theory, Brook Hamilton/Norm Rinne, 54. (18 boats)

I-14 — 1) Scared Skiff, Zach Berkowitz/Karl Baldauf, 5 points; 2) Dude, Ron Boehm/Pete Mohler, 16.75; 3) Biek, Larry Craig/Kevin Butler, 22; 4) 'See Race Office'; 5) Mac The Boat, Dave Klipfel/Dave Berntsen, 28; 6) #1000, Alan Laflin/Mike Jankowski, 47; 7) Wilber World, Will Baylis/Ben Wells. (13 boats)

Etchells PCCs

The 1992 Pacific Coast Championship Regatta, hosted by the San Francisco Yacht Club, and held in conjunction with the Mallory Cup eliminations for Area G, offered one-design racing at its finest on June 5-7. The series started out much like year's "Pacific Coast Demolition Derby," where seven Etchells lost their rigs in 40-knot gusts. Last year, of the 32 boats that started, only 14 finished. This year, 23 boats braved the starting line in not quite so radical conditions. No one lost rigs, but with gusts

Hot, hot, hot: 'White Heat' crew Gary Grande, Jeff Madrigali (with son Matt) and Jeff Wayne.

hitting 27 knots, it was questionable if the race committee would even start the second race — after last year's disaster, a ruling was made not to start a race if the wind averaged over 25 knots. It turned out the race committee wasn't aware of this decree, so the gun went off and the yellow shape went up.

TIPS FROM THE TOP

The idea of alternative penalties has been around for some time. Classes such as frostbite dinghies and other progressive one design classes wrote the 720 rule penalty into their sailing instructions as a way to keep boats on the race course that would otherwise retire. This rule has now been used in Intercollegiate competition for years and lately has found its way into the class rules of most other one design classes. But it wasn't until it was written into the current rule book in 1989 that the use of 720s really became widespread. Last November the IYRU voted to use the 720 in the upcoming Olympics for the first time.

There are two features in the 720 rule, covered by two separate rules that may or may not apply together. Rule 52.2(a), which refers to touching a mark, applies all the time. Appendix 3 calls for alternative penalties (infringing a right of way rule in Part IV) only if spelled out in the sailing instructions or class rules. The sailing instructions or class rules can substitute a 360 degree turn in place of a 720 degree turn or even a 270 degree turn as is prescribed in the match racing rules. If it is not spelled out it is not in effect.



LATITUDE/ROB

Hot sailmaker Jeff Madrigali, teamed up this year with Gary Grande on *White Heat*, took both windy races on Friday to establish an early lead in the series. Saturday's two races, sailed in breezes that topped out at 22 knots, went to Craig Healy (*Puff*) and Russ Silvestri (*Mr. Natural*).

By Sunday, the wind had eased off to a pleasant 15 to 18 knots. Lowers were backed off a couple of turns and mast blocks moved

aft. Chris Perkins on *Secret Weapon* dominated the day with a pair of bullets, but the real battle was between Madro and Silvestri for overall honors.

One of them would win the PCCs and the right to represent Area G in the upcoming Mallory Cup (hosted by SFYC in late August). To win, Silvestri had to get at least a third plus put two boats between himself and Madrigali. All Madro had to do was stop Russ. In an attempt to win the start, Silvestri chose the favored pin end. He planted his US 666 on the line early, while Madrigali, who'd been stalking *Mr. Natural*, pulled into position just to windward. A series of sharp luffs ensued, with mere inches between the boats.

Madrigali, realizing they were going to be early, sheeted in and crossed the starting line prior to the gun, totally fouling Silvestri's air. Silvestri, caught in bad air and adverse current — and nearly on top of the committee boat — also started prematurely. Madrigali jibed around as Silvestri got tangled with the committee boat's anchor line, and by the time they re-started, Madrigali was firmly in command. The rest of the race was a study in close covering. Madrigali was all over Silvestri, slowly forcing him to the unfavored left side of the course. Every time *White Heat* inched ahead, Madrigali would

slow his boat and wait for Silvestri, giving him no opportunity to break away. By the windward mark, both boats were so far behind they could hardly read the sail numbers of the Etchells on the reach.

— patrick adams

1) **White Heat**, Jeff Madrigali/Gary Grande/Jeff Wayne, 10.5 points; 2) **Mr. Natural**, Russ Silvestri/Bill Barton/Dave Gruver, 14.75; 3) **Secret Weapon**, Chris Perkins/Matt Ciesicki/Dave Willke, 15.5; 4) **Puff**, Craig Healy/Scott Inveen/Nick Gibbens, 17.75; 5) **3 Live Crew**, Mike LaHorgue/Bill Keller/Marc Hinshaw, 20; 6) **Volition**, Don Jesberg/Ed Kriesse, 25; 7) **Celebration**, Ken Munro, 31; 8) **Jumper**, John Ravizza, 31; 9) **600**, Hank Easom, 38; 10) **Convicts on Vacation**, Kers Clausen, 39; 11) **Kahuna**, Bob Park, 47; 12) **Las Cajas**, Duane Hines, 51; 13) **Rigorous**, Patrick Adams, 57; 14) **#824**, John Dreyfous, 58; 15) **Holey Terror**, Dave Yoffie, 68; 16) **Illusion**, Tim Britton, 73; 17) **Honey Ketchum**, Chris Dodd, 76; 18) **#901**, John Sutak, 78; 19) **#570**, Carl Sutter, 91; 20) **Palawan**, Roy Kutz, 96; 21) **It's A Rental**, Jeff Nehms, 99; 22) **Crocodile**, Jack Clapper, 101; 23) **Morning Sickness**, John Bruns, 115. (23 boats)

OYRA Spring Wrap-Up

It's halftime on the '92 ocean racing circuit, and not a minute too soon! The four race (one throwout) series was a strange

— STEVE TAFT ON THE 720° RULE

Another alternative penalty calls for a boat that acknowledges a foul to hoist an "I" flag and take a 20% penalty. Depending upon the boat you're on and the situation you're in, the 720 penalty can be severe or pretty easy. A maxi ketch going downwind with spinnaker, blooper and mizzen spinnaker set would probably find a 20% penalty more palatable than doing a 720 turn. A Laser, on the other hand, would have a pretty easy time.

Here's how the guts of the 720 rule break down. Under rule 52.2(a) if you hit a mark you're required to sail "well clear of all other yachts as soon as possible after the incident, and remaining clear, make two complete 360 degree turns (720 degrees) in the same direction including two tacks and two gybes." These turns must be made as soon as possible no matter how inconvenient the timing. You cannot hit a mark in the ebb tide then sail into the flood tide relief to make your penalty turns.

If you hit a starting mark, you can sail clear of the other boats on the course side of the start mark, do your 720 and continue the race. If you hit a finish mark, though, you must do your 720 on the course side of the

finish line and then re-cross the finish line.

When Appendix 3 is referred to in the sailing instructions you may take the alternative penalty (720) only if you infringe Part IV, the right of way rules. You cannot carry an oversized sail you are not rated for, start the race and do a 720 to exonerate yourself.

What happens if you foul another boat before the start of the race? The rule allows you to do your 720 before you start, then start normally.

If you foul another boat during the race, do you have to do a 720 if the other boat doesn't fly a protest flag? Only if there is contact between the boats. You may consider it a foul but the other boat may not think it's a big deal. Some classes such as the International 50s and ULDB 70s do not allow alternative penalties if there is contact between the boats. The guilty boat must retire or be disqualified. The protest committee may also disqualify a yacht that has accepted an alternative penalty if serious damage occurred or the infringing boat gained a significant advantage.

Sometimes you may find yourself in a situation where you violate the two rules

previously mentioned and each calls for a 720 degree turn. If you are coming into a windward mark, tack under a competitor's bow, foul him and hit the mark *all at the same time*, what should you do? Though there are two fouls, there is only one incident and you are required to do only one 720 degree turn. This happened in a Congressional Cup race a couple of years ago where Robbie Haines had an inside overlap at a leeward mark. Chris Dickson, who knew the rules all too well, forced the overlap, hit Haines and the mark at the same time, forcing Haines away from the mark. Haines hailed Dickson and flew a protest flag as required. Dickson did a 270 degree turn as called for in the rules, never lost the lead and went on to win the race and the Congressional Cup. However, I wouldn't recommend doing this.

If you foul another boat and *then* hit the mark, it's considered two separate incidents, and you must do a 720 degree turn for each incident or a single, dizzying 1440 degree turn.

The rule says that you must do your turns as soon as possible and well clear of other boats. This means that if you are coming into

THE RACING

one, marred by weather extremes and unfortunate incidents. To recap: the Lightship Race (April 25) was pleasant enough, but a number of boats weren't scored because they neglected to check in on the radio with the race committee beforehand. The Duxship Race (May 9) was a survival contest, featuring numerous DNFs and 'two and a half' dismastings.

Golden Gate YC's Ong Triangle Race on May 30 was a slow one, made more frustrating for the MORA boats when — after five hours of light air beating — they discovered that their windward mark, the Northern Approach Buoy, had been towed in the previous day for maintenance. (They may or may not schedule a make-up race.) The following weekend's San Francisco YC-hosted Farallon Race was also tedious, with most boats finishing after dark. Winds were in the 5-10 knot range throughout the gorgeous day, except for the 30-knot puffs that the South Tower Demon hurled at the fleet as they re-entered the Bay.

After the July 'break' for coastal and distance races, the second half will resume with the Jr. Waterhouse Race on August 1. The Fall Series features four 'destination' races: the Jr. Waterhouse ends at Richmond YC for a party, while the other three races travel to more exotic locales: Ocean Vallejo

(8/15), Drakes Bay (8/29-30) and Half Moon Bay (10/10-11). "The second half is mellow-er and, if you like to go overnight on your boat, more interesting," says OYRA potentate Don Lessley. "Call me at (415) 765-3580 if you're interested in signing up."

ONG TRIANGLE (5/30; 39.8 nm):

MORA I — race abandoned

MORA II — race abandoned

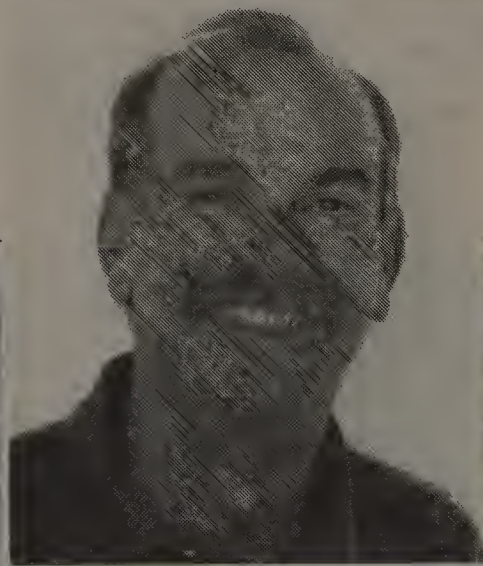
PHRO I — 1) Heart of Gold, Schumacher 50, Jim & Sue Corenman; 2) Acey Deucy, SC 50, Richard Leute; 3) Blitz, Express 37, George Neill. (5 boats)

PHRO II — 1) Mystical Creampuffs, Beneteau 45f5, John Linneman; 2) Audacious, Peterson One Ton, Carl Eshelman; 3) Maluhai, Beneteau 42, David Sallows. (12 boats)

SSS — 1) Great Fun, Davidson 50, Stan Glaros. (1 boat)

FARALLON RACE (6/6; 57 nm):

IMS I — 1) Leading Lady, Peterson 40, Bob Klein; 2) Spellbound, Olson 40, Lou Fox. (4 boats)



JOHN ARNDT

That's about all you need to know about the 720 rule — except that it will probably all change next year when the new rule book comes out. Almost certainly, the penalty for touching a mark will be a 360 degree turn rather than a 720. The other change has to do with alternative penalties when you hoist an "I" flag. Currently, a competitor can hoist an "I" flag to acknowledge a foul and later drop it without penalty; next year's rule states that once you hoist it you cannot take it down. The thing to remember is that Appendix 3 calls for an alternative penalty only if it's spelled out in the sailing instructions.

In conclusion, may you always sail fairly and never have to do any penalty turns. But even nice guys commit a foul now and then — so learn what to do ahead of time.

— steve taft
north sails

IMS II — 1) Petard, Farr 36, Keith Buck; 2) Sweet Okole, Farr 36, Dean Treadway; 3) Expeditious, Express 34, Bartz Schneider. (9 boats)

MORA I — 1) Friday, Express 27, John Liebenberg. (3 boats)

MORA II — 1) George, Olson 25, Craig Douglas; 2) Redux, Olson 911S, Nick Barnhill; 3) Roadhouse Blues, J/24, Liz Ardking. (13 boats)

PHRO I — 1) Heart of Gold, Schumacher 50, Jim & Sue Corenman; 2) Spindrift V, Express 37, Larry & Lynn Wright; 3) Blitz, Express 37, George Neill. (8 boats)

PHRO II — 1) Mystical Creampuffs, Beneteau 45f5, John Linneman; 2) C Ro-Mar, Beneteau 42, Carlson/Christensen; 3) Maluhai, Beneteau 42, David Sallows. (16 boats)

SSS — No starters.

OVERALL FIRST HALF (4 races, 1 throwout):

MORA I (light) — 1) Friday, 2.25 points; 2) Wildcat, Olson 30, Plumley/Sebastiani, 8; 3) Abigail Morgan, Express 27, Ron Kell, 11. (9 boats)

MORA II (heavy) — 1) George, 7.75 points; 2) Freewind, Cal (.2, Don & Betty Lessley; 3) Roadhouse Blues, 16.75. (13 boats)

PHRO I (light) — 1) Heart of Gold, 2.25 points; 2) Elusive, 9; 3) Blitz, 6.75. (12 boats)

PHRO II (heavy) — 1) Mystical Creampuffs, 8.5 points; 2) Audacious, 10; 3) Maluhai, 14. (28 boats)

SSS — 1) Great Fun, 5.5 points; 2) Stormrider, Aphrodite 101, Don McCrea, 10.75; 3) Marvel, Pretorien 35, Loren Marobelli, 15. (9 boats)

Moore 24 PCCs

Dave Hodges and Scott Walecka teamed up on *Adios* to crush the competition in the Moore 24 Pacific Coast Championship on June 13-14. Held in gusty 25-35 knot winds off Santa Cruz, the five-race series was both exciting and expensive (four booms broke, kites exploded, gear was thrashed). Conditions were extreme enough that few of the SC 27s and Solings sailing in a concurrent invitational bothered to set spinnakers. Naturally, however, all the Moores set, which led to 18 knot bursts of speed, rooster tails and inevitable disasters. Even *Adios* — ably crewed by Ian Klitza, Bengie Canepa and Lisa Parsons — rounded down during a muffed jibe and stayed pinned on her side for several minutes. Hodges et. al. finished that race in seventh place, but won the four other races.

"Our heavy air boathandling was good, and we weren't afraid to jibe," explained Hodges. "Also, sailing in the J/24 fleet has sharpened our skills." He'll miss the Moore 24 Nationals at Huntington Lake on July 16-19 due to a conflict with the J/24 NAs. In fact, for the Moore Nationals, *Adios* has been chartered to Jack Halterman and the Team Cat guys, who helped Phil 'Coach' Vandenberg sail *Karen* to second in the PCCs.

TIPS FROM THE TOP

a mark and commit a foul, you can take your turn on either the upwind or downwind side of the mark. If you commit the foul downwind and the quickest way to get clear to do your turns is to round the mark, that's okay.

What happens if you sail clear of other boats to do your turns and in the process another boat tacks or gybes into a right of way position? The rule states that you must do a 720 degree turn, not a 360 degree turn and another 360 at a later time. In this situation, however, you are permitted to keep clear of the other boat and finish doing your turns, even though the turns aren't continuous.

If you find yourself in a situation with another boat and feel the other boat is at fault but think that you may also have committed a foul, you can do a 720 degree turn as insurance and still protest the other boat. With the 720 degree rule the protest procedure is the same as any other protest. If you are protesting you must fly the protest flag at the first opportunity and notify the other boat of your intent to protest. If the boat you are protesting does its penalty turns they are then exonerated (except in the case where serious damage occurs).



Sunday. Skies were crystal clear throughout the weekend, with winds for the Cityfront event running the gamut from pleasant to semi-nuclear (one boat, Henry Mettler's IOD *Profit*, was dismasted). At the request of the five classes, all courses were windward/leewards.

BIRD — 1) Widgeon, Heinz Backer, 8.5 points; 2) Skylark, Jane Hook/P. Brosig, 9.75. (4 boats)

BEAR — 1) Smokey, Steve Robertson, 7.5 points; 2) Sugarfoot, Paul Zupan, 10.75; 3) Trigger, Scott Cauchois, 12; 4) Circus, Bob Jones, 14.75; 5) Chance, Glenn Treser, 24. (13 boats)

FOLKBOAT — 1) Little Svendle, Sean Svendsen, 7.75 points; 2) Thea, Tom Reed, 15.75; 3) Windy, Bill DuMoulin, 16.75; 4) Volker II, Jerry Langkammerer, 19; 5) Jalina, David Thompson, 5. (15 boats)

IOD — 1) Undine, D. Payan/D. Jermaine, 6.5 points; 2) Bolero, George Degnan, 8.75; 3) Big Woodie, Richard Pearce, 15. (8 boats)

KNARR — 1) Redtail, Mark Horrick et. al., 10.75 points; 2) Lykken, Bob Fisher, 13.75; 3) Wintersmoon, Bryan Kemnitzer, 19; 4) Alice, Bruce Bradfute, 24; 5) Huldre, Jim Skaar, 26; 6) Peerless, Larry Drew, 29; 7) Svalen, Tigve Liljestrand, 37; 8) Huttetu, George Rygg, 41; 9) Whistler, Scott Wallaston, 42; 10) Nordlys, Joel Kudler, 43. (24 boats)

Race Notes

Really cool time: 56 boats — the most ever — competed in the 11th Annual **Go For the Gold Regatta** at Scott's Flat Lake (near Nevada City) on June 13-14. Five races were held during the unseasonably chilly weekend. Most racers pitched tents at the nearby campground, and as the mercury dipped into the upper 30s campfire conversation centered on "going for the cold" rather than the traditional treasure chests of gold that are awarded for first place in this regatta. (Later it was learned that it snowed at Lake Tahoe that night.) Weekend winners included Mark Nitta (Catalina 22), Paul Dietrich (Laser), Bill Charron (Lido), Wade Behling (Open Centerboard A, Thistle), Jerry Lewis (Open Centerboard B, Omega 14) and Jim Sajak (Multihull, Hobie 14).

The butler did it? There's a \$5,000 no-questions-asked reward being offered by Brack Duker, owner of the **SC 70 Evolution**, for information leading to the arrest of the thief or thieves who stole his boat from a transient slip in Long Beach for a weekend joyride to Avalon on June 6-7. Duker has also hired a security firm to investigate the bizarre incident. Whoever 'borrowed' *Evolution* apparently knew their way around a SC 70, but they nonetheless ripped the racing mainsail and broke some stanchions. There were also reports that *Evolution* had difficulty picking up a mooring in Avalon.

Finishing third at the PCCs, and first in the owner/driver category, was George Wheeler on *Kamikaze*. The Moore fleet puts tremendous emphasis on recognizing owner/drivers, as witnessed by presenting identical trophies for both "pro" and "amateur" divisions at the awards ceremony. In fact, everyone in the 15-boat fleet went home with a prize — even those who finished last took away cabooses and homemade cookies. This year, that honor was shared three ways — *Tranya*, *Mercedes* and *Quicksilver* each finished with 74 points.

"This was a great warm-up for the Nationals," enthused Syd 'No relation to Ron' Moore. "We've got 15 boats signed up already — it should be a blast!"

OWNER/DRIVER — 1) *Kamikaze*, George Wheeler, 19 points; 2) *Sora*, Sydnie Moore, 32; 3) *Presto*, Marc Hersch, 43; 4) (tie) *Seldom Seen*,

Just folks: Ed Welch's 'Freya' on the layline to the windward mark in the Woodie Invite.

Carol Gordon, and *Kangaroo Court*, Peter Carrick, 57.

ROCKSTAR (OVERALL) — 1) *Adios*, Hodges/Walecka, 10 points; 2) *Karen*, Vandenberg/Halterman, 15.75; 3) *Kamikaze*, George Wheeler, 19; 4) *Anna Banana*, Chris Watts/Joe Durrett, 23; 5) *Toxic Waste Avenger*, Eric Malmberg/Jay Crum, 29. (15 boats)

Woodies Invitational

The St. Francis YC Woodies Invitational on June 12-14 was, as usual, a highly civilized affair. The traditional gathering of the woodmen once again featured a Friday evening race, two races on Saturday (followed by a Western Night Party rumored to include square dancing) and a finale on

ERIK SIMONSON

THE RACING

Just like television's *Unsolved Mysteries*, we'll leave you with a phone number to call if you have info that could lead to cracking this case: (213) 624-0637. Ask for Brack.

Meanwhile, in Tiny Town: The father/son team of Mark and Steve Briggman won the **Bull and Belle Race**, an El Toro happening on Lake Elizabeth on June 14. Sixteen boats sailed by 32 people raced in the four-lap relay race, with another family team — the father/daughter combination of Aad Rommelse and Jolanda Blackwell — finishing second. Dennis Silva and Dana Shields took third. The next big El Toro event is the Nationals at Kaneohe YC (Oahu) the first week of August. Twenty-three El Toros from Northern California are being shipped over in a 24-foot container (round-trip price of \$150) for the event.

Speaking of Toros, Ron "The Revered and Exalted Thane" Locke will vacate his throne as president of the class in September. Bob Hrubes and George Morris have agreed to take on the dirty job. Writes Locke in the latest *Shovel Bulletin*, "You will note that it takes two to replace your humble servant. Several have asked how I should be addressed in the future. Of course, I am The Thane for life, and therefore should be treated as heretofore with difference (*sic*) and reverence. Use 'sire' or 'your liege' after the initial greeting of Mighty Thane."

Definitely okay: Lew Beery's hot Andrews 43 **It's OK!** grabbed top honors in the **Yachting Cup** in San Diego on June 5-6. Craig Fletcher drove the Newport Beach-based boat to three bullets in a relatively weak 5-boat class, thereby claiming the **Yachting Chelsea Clock** for best overall performance in the 82-boat fleet. Arguably, the clock should have been awarded to Jim 'Bernie' Morris' and Al Levi's oddly named **Psycho Betty**, which took the toughest class — the 25-boat Schock 35 fleet — for the second year in a row. Other winners were: PHRF A — *Travieso*, N/M 44, Ron Kuntz; PHRF B — *Heatwave*, Peterson 30, Tim Hahnke; PHRF C — *Mr. Ed*, SC 27, John Rickard; PHRF D — *Valkyrie*, Moore 24, Scott Harris; 50s — *Lone Star III*, N/M 55, Burt Benjamin; IOR — *Revenge*, N/M 41, Chuck Nichols.

Twice as nice: The eighth iteration of what is now known as **Trimble/North Sails Race Week** just occurred in Long Beach on June 26-28. The Race Week(end) bills itself as the largest "grand prix PHRF" (another great oxymoron!) and one design regatta in the country. "Our event is twice as big as Long Beach Race Week, and a lot better," stated promoter Bruce Golison, who was pleased to note that some Northern California boats (*Swiftsure*, *Bang*, *High Risk* and

Bullseye) were sailing in the big PHRF division. A number of Bay Area J/24s were signed up, too, including *Entropy* (Neil Weintraut), *Small Flying Patio Furniture* (Melissa and Tom Purdy), *How Rude* (Dave Hodges), *Casual Contact* (Don Oliver/Seadon Wijzen) and others. The J/24s will stick around afterwards for their North Americans on July 12-17, hosted by LBYC.

international! The winner of the latest International 50 Footer convention, this one in beautiful St. Tropez, France, on May 28-31, was the Australian **Ragamuffin** (ex-*Will*, formerly of Japan). The boat was designed by a Kiwi (Bruce Farr) and sailed by an American (John Bertrand). She's currently under charter to Aussie businessman Syd Fisher, who undoubtedly enjoyed his suc-

1992 Encinal-Santa Barbara Race Entries

Name	Type	Owner	SBR	Yacht Club
Sparky	Mull 30	Bill McCluen	71	Lake Tahoe YC
Midnight Express	J/105	Alan Bray	72	Encinal YC
Free Spirit	Express 37	Andy Rothman	76	Encinal YC
InfraRed	Davidson 44	Craig Sharrow	79	Sausalito YC
Hye Time	Hunter 45	J. Isaacs/J. Welderman	80	Encinal YC
Tsiris	Olson 29	Dan Nitake	93	Monterey Pen. YC
Zephyros	Olson 30	Dave Oliver	96	Encinal YC
Liquid Gait	Olson 30	Jack Easterday	96	Encinal YC
Curlew	Ross 930	Lawrence Olsen	102	Cal Sailing
Special Edition	Wilderness 30	Eric Sultan	102	Island YC
Condor	C&C 40-2	Mario Sepulveda	104	Encinal YC
Red Stripe	Sonoma 30	Buz Sanders	108	Singlehanded SS
Oksza	Custom 56	Paul Grabowski	124	Reno YC
Elan	Express 27	Steve Lake	126	Richmond YC
Moonlight	Express 27	Carl Schumacher	126	Encinal YC
Abigail Morgan	Express 27	Ron Kell	126	Corinthian YC
Locomotion	Express 27	Michael Radcliffe	126	Richmond YC
Peaches	Express 27	Tom Martin	126	Golden Gate YC
Hurricane	Express 27	John Bamer	126	Richmond YC
Take Off	Laser 28	Ron Byrne	134	Encinal YC
Michegaas	Soverel 30	Joseph Greenblatt	135	South Shore YC
Numerator	Fast 345	Dennis Albright	146	River City YC
Lady Luck	C&C 33 MkII	Ed Milano	146	Encinal YC
Moon Shadow	Morgan 382	Jack Scullion	148	Encinal YC
Constellation	Wylie 33	Tom Krase	151	Richmond YC
Andante	Isl. Packet 38	Kim & Dave Jones	154	Richmond YC
Ladyhawk	Moore 24	Dan Buhler	156	Encinal YC
Sparrowhawk	Moore 24	Roger Heath	156	Richmond YC
Nicole	Orion 35	Jim Dupuis	158	Encinal YC
Freewind	Cal 9.2	Don Lessley	177	Richmond YC
Roadhouse Blues	J/24	T. Bentsen	177	Cal Sailing
Amanda	Newport 30	Pat Broderick	189	Sausalito CC
North Mist	Catalina 30	Jim Aton	193	Benicia YC
Fat Cat	Catalina 30	Seth Bailey	193	Encinal YC
Tempus Fugit	Catalina 30	Thomas Head	195	Coyote Point
Perezoso	Excalibur 26	Jeff Nehms	223	Richmond YC
Culo Bagnato	Cal 20	Mike & Linda Warren	271	Cal SC

H-men SCORE big: **Jack Halterman** and 'Team Cat' remain undefeated with their Olson 30 *Stray Cat* in Div. A after three Spring SCORE (Santa Cruz Ocean Racing Extravaganza) races. Sailmaker **Dave Hodges** likewise sports a perfect record in Division B with Gene Ryley's yellow Express 27 *Flying Circus*. "There's been talk of creating a special 'Division H' for anyone who sweeps their divisions," laughs Tom Conerly. Results of the third race, held on the sparkling day of June 7, follow: Div. A — 1) *Stray Cat*, 2) *Tsiris*, 3) *Outrageous* (15 boats; 21.7 miles); Div. B — 1) *Flying Circus*, 2) *Prince Charming*, 3) *Snafu U* (9 boats; 17.7 miles); Div. C — 1) *For Sure* (3 boats; 15.8 miles).

Life after the America's Cup: Talk about

cesful debut in the 50 class all the more after his sorry showing in San Diego with *Challenge Australia*. Paul Cayard and his *Abacadabra* crew, which included *Stars & Stripes* bowman **Greg Prussia**, were winning after the first day of the three day regatta, but ultimately succumbed to the light, shifty and unpredictable conditions.

Results of the St. Tropez regatta: 1) *Ragamuffin*, Farr, Syd Fisher/John Bertrand, 12.75 points; 2) *Mandrake*, Farr, Giorgio Carriero/Francesco De Angelis, 14.75; 3) *Champosa VII*, R/P, Mark Morita/John Koliuss, 15.75; 4) *Abacadabra*, R/P, Paul Cayard/same, 17.75; 5) *Carat VII*, Farr, Victor Forss/Mark Reynolds, 18.75; 6) *Heaven Can Wait*, Farr, Warren Johns/Jamie Wilmot, 21.75; 7) *Capricorno*, Briand,

1992 Catalina Race Entries

Name	Type	Rating	Owner	Homeport
Defiance	Cross 46	-45	Bill Maudru	Redwood City
Zeus	MacGregor 65	-15	Hal Nelson	Alameda
Bad Boy	F-27	20	Helms/Green/Roper	Alameda
Great Fun	Davidson 50	33	Stan Glaros	San Francisco
Rascalion	Baltic 51	42	Jim Starr	Portola Valley
Pythagoras	Olson 40	48	Bob & Dale Winson	Santa Ana
Red Hawk	Santa Cruz 40	48	Lou Pamblanco	Saratoga
Quamichan	Davidson 44	63	The Clarks	Marina del Rey
Terminator	Peterson 42	66	Steve Sundeen	Santa Cruz
Cursor	Wylie 38	69	Jeff Farwell	Newport Beach
Blade Runner	Express 37	72	Mick Shiels	Palos Verdes
Esprit	J/35	75	Charles Kuhn	San Rafael
Jarfen	J/35	75	Bob Bloom	Greenbrae
Destiny	Swan 43	90	Peter Bennett	Moraga
My Rubber Ducky	Hobie 33	90	Lee Garami	Fremont
Finale II	Sabre 42	93	Alex Finlay	Lafayette
Ecstasy	Baltic 38DP	96	John Donahue	Balboa
Caprice	Lapworth 50	96	Dave Lepschmidt	Alameda
H-Bee	Humboldt 30	96	Leo Fredrickson	Eureka
Vision	Cal 48	96	Joe Starritt	Corte Madera
Regardless	Tartan 41	102	Herman Trutner	Oakland
Tortfeasor	Olson 34	105	Jeff Rude	Bailena Bay
Cavu II	C&C 37	111	Brian Deans	Berkeley
Breakout	Santana 35	114	Hall Palmer	Mill Valley
Santiago	Ericson 38	117	Jim Conklin	Chico
Wave Walker	Ericson 38	117	Myron Eisenzimmer	Mountain View
Grey Fox	C&C 36	138	Dale Torres	San Jose
Chorus	Kettenberg 38	168	Peter English	San Rafael
BrakeTime	Yorktown 39	171	Cehand/Farrar	Broderick
Sails Force	Morgan 41	195	Robert Barton	Santa Rosa
Sally	A&R 58	MM	C.F. Koehler	San Diego

sailing further in less time? How about a Delta Ditch Run (with crash boats) for dinghies?

Big breeze: "The wind never dropped below 20 knots; it averaged 25-30, and gusted to nearly 40. Most of us set new boat speed records, if not 'water in the cockpit' records," wrote Soling sailor Andy Carson of the wild **Soling and SC 27 Invitational** hosted by Santa Cruz YC on June 13-14. Eight Solings braved the elements, with **Mark Murray** and **Second Edition** dominating the five-race series with three bullets, a third and a fifth. Finishing second was **Wizard** (Andy Carson), followed by #743 (Bill Partridge). The **Roger Sturgeon/Rob Schuyler** team on *Hanalei Express* likewise pulverized the 10-boat SC 27 class. Finishing a distant second was *Kurzweille* (Bret G ripenstraw); third was *Excalibur* (Paul Allen).

Pray for wind! Entries as of June 24 for the **Encinal-Santa Barbara Coastal Race** and MYCO's **Catalina Race** are shown in boxes on this page. A glance at each line-up shows that the small boats pretty much all opted for the Coastal Race on July 4, while the big guys still prefer the longer run to Catalina (July 5). Surprisingly, the inaugural Coastal Race seems to have outdrawn the Catalina Race in its first year. However, in fairness, the Coastal Race entry list is right up to the moment, whereas the Catalina Race sign-ups hadn't been updated for a week. MYCO race officials had "four more solid entries and eight probables" to add to their list, but they were unable to get them to us by presstime. Sorry — time, tide

Rinaldo del Bono/Ken Read, 25; 8) *Corum Saphir* (ex-Springbok), Farr, JR Bannwart/Pierre Mas, 27 (8 boats). **Champosa** has a 4.5 point overall lead over *Mandrake* after three of the five races on the '92 circuit.

Snipe snippets: San Diego's Bill Hardesty, with crew John Meade, earned the right to attend the Snipe Junior Worlds in Sweden this July. Hardesty bested a 7-boat fleet at EYC's **Scott Rovanner Regatta** on May 30-31 to secure the berth as Western U.S. rep. Runner-up was Brian Camet of San Diego, third was Jory Twist (Bill Twist's nephew) of Newport Beach, while fourth place finisher Matt McQueen was the top local. In the other classes of the Rovanner Regatta, the winners were Will Benedict (Laser), Paul Saitta (El Toro) and Chad Freitas (Jr. El Toro). Meanwhile, in the Snipe big leagues, **Jim and Lynn Grubbs** ran away with the lightly attended District 7 Championship at Eugene YC (Oregon) at the end of May.

Best in the country? *Collaboration* (N/M 46), *Falcon* (Tripp 40) and *Gaucho* (Farr 44) will represent the U.S. in the inaugural **Rolex Commodores' Cup** at Cowes (Isle of Wight, England) on July 21-30. The new six-race biennial IMS championship series appears to be loosely patterned after the Admiral's Cup. Too bad this regatta conflicts another bigtime IMS event, namely the **Kenwood Cup** on August 1-14.

Dawdling on the Delta — not!: **Charles Turner** and **Ed Bass**, a pair of enterprising

Sausalito YC junior members, recently concocted a novel and fun way to finance their summer-long Laser II campaign. They organized a 'sailathon' to see how far up the Delta they could push their Laser II in a day. After collecting per-mile pledges, the duo set off in ideal conditions on Saturday, May 30. Fifty miles later, at the Rio Vista Bridge, they called it a day: in 7.5 hours, they raised over \$1,000 for their race budget! That averages



Sausalito YC's Ed Bass (on wire) and Charles Turner: they'll compete in the Laser II North Americans at Richmond YC on July 3-5.

out to \$133 an hour at 6.66 knots — and it sure beats working! Seriously, does anyone out there know of a small racing dinghy

and the *Latitude* deadline wait for no man! Incidentally, both race committees claim they'll accept qualified last minute entries — call the yacht clubs if you're interested.

Money changes everything: **Long Beach YC's November 1993 'Cabo Race'** ap-

THE RACING SHEET

parently won't be going to Cabo San Lucas. Because Puerto Vallarta recently threw a lot of pesos at LBYC — which Cabo either can't or won't — the club has opted to bypass Cabo in favor of PV at least until 1995, or maybe longer. Meanwhile, the ULDB 70s have opted to boycott the Long Beach-PV Race — a decision which could prove to be the *coup de grace* for the already ailing race (only 22 boats, about half of them sleds, sailed in 1991). The sledheads contend that 1) there's usually not enough breeze to cross the Sea of Cortez in November, and 2) with the February '93 Del Rey to PV Race, the TransPac and the February '94 San Diego-Manzanillo Race, there's already too many long distance races in a 12-month period. The way we see it, LBYC has a big problem on their hands — what the sleds want, the sleds get.

Big bucks, cont'd: U.S. Olympic Soling rep **Kevin Mahaney**, along with Jim Brady (bow) and Doug Kern (middle), are leaving no stone unturned in their crusade for a gold medal at Barcelona. With support from Danka Industries of Florida and the Olympic Yachting Committee, the trio — better known as **Team Exxon** — is holding a heavy-duty 8-day training clinic in Barcelona beginning July 25. They're flying in some of the most talented sailors in the world to serve as trail horse skippers: Chris Dickson, Peter Isler, Larry Klein, John Koliuss and John Kosteki. Ed Baird, **Team Exxon's** coach, will already be there; various hotshot crews, including Mill Valley's **Jim Barton**, will also be flown in. Last we heard, none of these guys sail for free — so reading between the lines, there's some serious money being spent on this campaign. "The clinic represents an opportunity to increase our medal chances," stated Mahaney. No kidding!

'Crummy' victory: Santa Cruz YC retained the **Veeder Cup** 3-1 over challenger Monterey Peninsula YC on the light air weekend of June 20-21. The best 3-out-of-5 match race series pitted **Toxic Waste Avenger** (SCYC) vs. **Tonopah Low** (MPYC). Shipwright **Jay Crum** was the triumphant skipper, supported by SCYC sailors Matt Lezin, Jim Yates, Eric Malmberg and Doug Kirk. MPYC was represented by skipper Dave Morris, Tracy Usher, Jeff Wiess, Jack McAleer and Mike Spencer. The challenge series is open to all Monterey Bay yacht clubs, but inevitably comes down to a showdown between these two powerhouses. "Unlike many years, when the series ended in the protest room late Sunday night, there were no hard feelings this time," said Crum.

Vallejo view: Vallejo YC hosted the second of three weekends in this year's **North Bay Series** on June 20-21. Only 16



Sought-after crewman 'JimBob' Barton is off to Spain as a training partner for 'Team Exxon'.

boats sailed the three-race series, which was made more interesting on Saturday because of a conflict with a big-time powerboat race. Winners in the fours classes were: Div. A — **Phoenix**, Express 27, VYC; Div. B — **Sunset Strait**, J/24, BenYC; Div. C — **Rascal**, Ranger 23, VYC; Div. D — **Willow**, C&C 44, MYC. Martinez YC will host the final NBS weekend on August 15-16.

Windy City? The breeze seldom hit double digits for the fourth annual **IBM/Sailing World NOOD Regatta** in Chicago on June 12-14, but that didn't stop a record 168 boats in 18 one design and level fleets from enjoying some spirited competition. Star of the five-race buoy series held out of the Chicago YC was **Deep Powder**, a new Tripp 47 with Harry Melges driving and father **Buddy Melges** calling the shifts. They scored four bullets and a deuce in a tough class that included IMS standouts **Collaboration**, **Kropp Duster** and a pair of N/M 50s, **Insatiable** and **Champosa**. The San Francisco NOOD Regatta, scheduled for September 5-7 will include a new class this year, the **J/29s**, as well as the eight that sailed last year (J/35 & 24, Tuna 35, Olson 30 & 25, Hawkfarm, Express 27, SC 27).

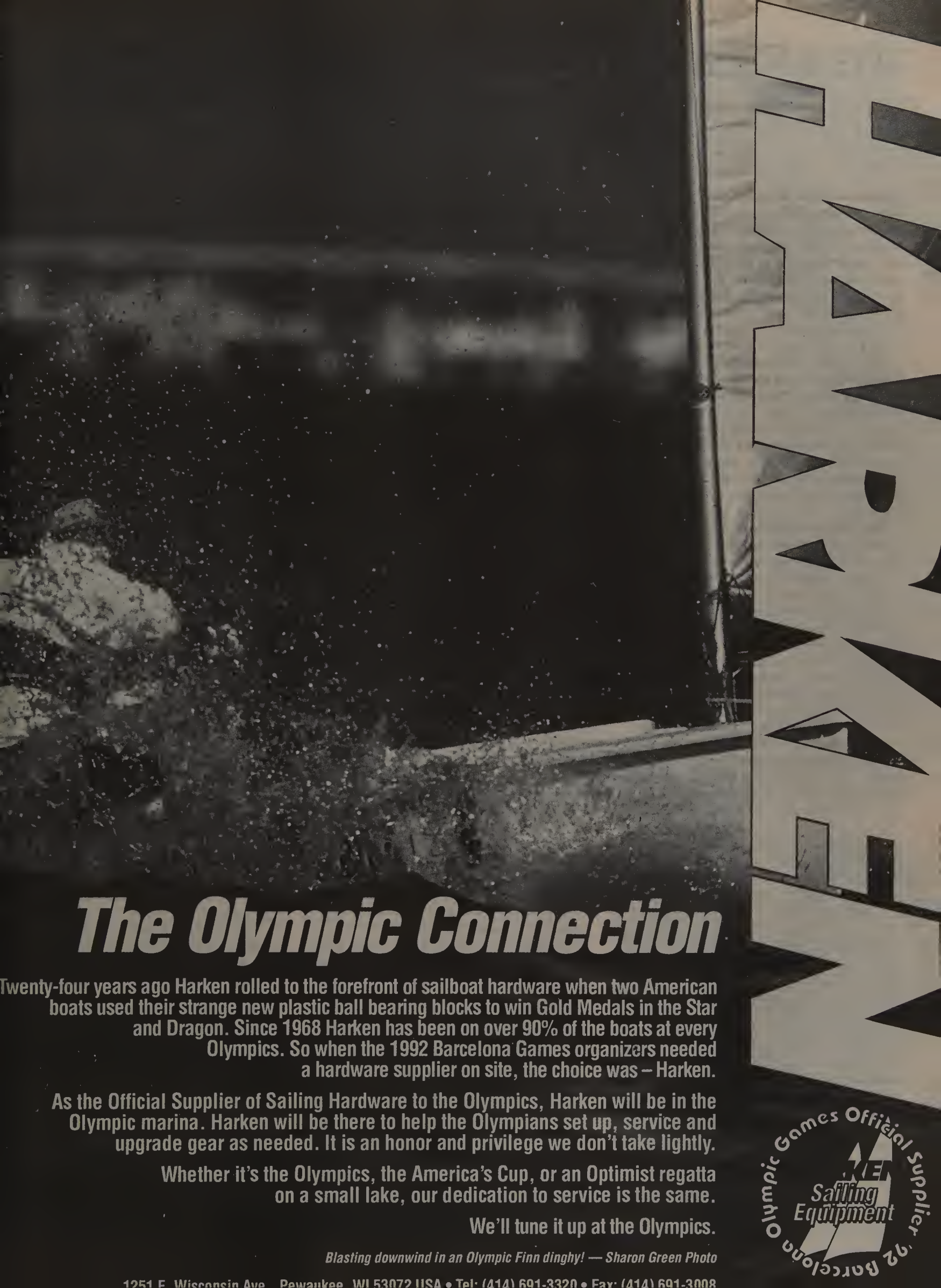
Blown away: The second day of Tiburon YC's inaugural **J-Boat Regatta** on June 20-21 was canceled due to bodacious 30-40 knot breezes. Two carnage-filled races were held on Saturday, resulting in one dismasting (the recently unlucky J/24 **Small Flying Patio Furniture**) and a half dozen blown-out kites. "Everyone was looking forward to a warm weather, light air series," said current J/24 class leader Dave Hodges. "Instead we got

our shorts blown off!" Top three in each class were: **J/35** — 1) **Esprit**, Charlie Kuhn/Tim Russell; 2) **Draco**, Rich Maisto/Norman Davant; 3) **Slithergadee**, John Niesley (8 boats). **J/30** — 1) **Limelight**, Harry Blake; 2) **Break Away**, Dale Mead; 3) **Roller Coaster**, Mike Hauser. (5 boats). **J/24** — **How Rude**, Dave Hodges (and Jessie the Dog); 2) **Electra**, John Oldham; 3) **Sockeye**, David Holscher. (14 boats)

HDA halftime scores, almost. With 5 of 6 races completed in the first half of the **Handicap Divisions Association**, the leaders in each division were as follows: Div. H — **Sight Unseen**, 11 Metre, Paul Kaplan; Div. J — **Gammon**, Tartan 10, Randy Broman; Div. K — **Esprit Victorieux**, Beneteau First 305, Joe Melino; Div. L — **Cannonball**, Hawkfarm, Rich Schultz; Div. M — **Current Asset** Islander 30 Mk. II, John Bowen. The second half of the HDA season kicks off on August 8-9 with the Bonita-Encinal Race.

Whoops, we're out of room! Maybe next time we'll fill you in on some of the stories that didn't fit: **Kame and Sally Richards** sailed the Express 27 **Frog in French** to overall victory in EYC's Gracie & George Regatta on June 20. Thirty-seven boats competed. . . French solo sailor Loick Peyron just won the **Singlehanded Trans-Atlantic Race** with **Fujicolor** in a non-record time of 11 days, one hour over the 3,000 mile course. The race was apparently a brutal one: Florence Arthaud flipped her rig, Philippe Poupon broke his centerboard and retired, former Sausalito resident **Dave Scully** returned with electronics failures, etc. . . Winner of the lightly attended **Mt. Tam Wham Bam** on June 6-7 was **Wingit**, Ray Wells' F-27. . . Whitbread and A-Cup veteran **Dawn Riley** won the Santa Maria Cup in Baltimore (Susie Madrigali had a tough time at this one). . . Yacht designer **Phil Kaiko**, originally from the salty town of Mystic, Connecticut, has moved to San Diego to work with Reichel/Pugh. . . Speed addict **Russell Long** and his faithful steed **Longshot** are currently in Tarifa, Spain, where they're attempting to set even more records. . . The West Coast SC 70 **Ole** is competing in the Bermuda Race as we go to press. . . The first event on the new **European One Ton Circuit** drew 9 boats to Poland early last month (**Okyalos**, a Jeppesen design, won). . . Designer **Bruce Nelson** recently sailed his Etchells **Rhino** to victory over 156 boats in San Diego's BMW Classic. First prize, to the delight of his wife Anne, was two plane tickets to the Caribbean plus a one-week charter on a Beneteau 38.

And so on and so on — more next month. Enjoy the July 'break'!



The Olympic Connection

Twenty-four years ago Harken rolled to the forefront of sailboat hardware when two American boats used their strange new plastic ball bearing blocks to win Gold Medals in the Star and Dragon. Since 1968 Harken has been on over 90% of the boats at every Olympics. So when the 1992 Barcelona Games organizers needed a hardware supplier on site, the choice was — Harken.

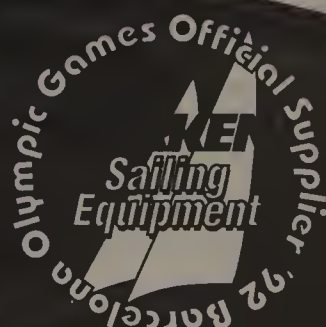
As the Official Supplier of Sailing Hardware to the Olympics, Harken will be in the Olympic marina. Harken will be there to help the Olympians set up, service and upgrade gear as needed. It is an honor and privilege we don't take lightly.

Whether it's the Olympics, the America's Cup, or an Optimist regatta on a small lake, our dedication to service is the same.

We'll tune it up at the Olympics.

Blasting downwind in an Olympic Finn dinghy! — Sharon Green Photo

1251 E. Wisconsin Ave. Pewaukee, WI 53072 USA • Tel: (414) 691-3320 • Fax: (414) 691-3008



CHANGES

With reports this month on **Razzmatazz**, travelling by ship to Spain; on **Accomplice**, which spent the winter in Valdez; on **Isla Isabella's** nasty secret; on **Peregrina's** first two years in the South Pacific and Asia; on **Satori** in the Caribbean, Mississippi and Bahamas; on **Maringo** in Mexico; on **Nepenthe** in the Indian Ocean; on **Polynesia** by the Wanderer and 'ette; and, **Cruise Notes**.

Razzmatazz — Swan 46 The Robbins Family Shipping The Sailboat To Spain (Kensington)

On May 19, our Swan 46 *Razzmatazz* slipped her docklines and headed out through the outer Richmond Harbor breakwater, across the Bay, then down the Oakland Estuary to the Port of Oakland. There she was loaded aboard the Italian container ship *Cielo de Almalfi* bound for Valencia, Spain. We'll fly over to Spain to rejoin her in about a month.

Our plan is to attend the Olympics in Barcelona, gunk-hole the Costa Brava, live it up on the Costa Del Sol, explore the Balearic Islands of Mallorca, Minorca and Ibiza, then return to Palos, Spain in time to join the America 500 fleet as they resail Columbus' (in)famous voyage of 1492. We'll return to the Bay in January of 1993.

middle of another one of our incredibly intricate and difficult shoreside juggling acts and said, "Whoa, baby! What are we doing this for?" From the pinnacle of one of our best figurative airborne leaps, we looked down and watched ourselves struggling to tailwalk on water, balancing a plateload of hot troubles on our pointy little noses — and counting ourselves successful when we managed not to burn ourselves and collect our reward of a few smackers. *This was living?*

We'd done the land thing, the family thing, the elderly parent thing, the career thing, and now, in the parlance of our salad days, we decided it was time for us to do "our own thing". We've always loved to travel, we'd lived in Europe for three years, both our kids were born abroad, but alas and alack, we realized we hadn't taken more than a three-week journey in 20 years! We figure we had at least six months coming to us.

Our Spain adventure began to take form four years ago when Dennis stumbled across a paragraph in *Latitude* that announced a group would sail from Spain to America to celebrate the 500th anniversary of Columbus' voyage. When he mentioned the idea to me in passing, my imagination caught fire and I immediately suggested we sign on. We owned a Santa Cruz 40 at the time, and after a few phone calls, Matson Lines "ballparked" us a figure of \$7,000 to ship her to Spain. "No problem!"

Based on that encouraging news, we felt we had the transportation problem solved. So for the next three years we merrily continued our planning. We moved up in boat size a couple of times to a more comfortable Swan 46, got the kids through college, so things looked to be oriented just about right for the big family cruise around the appropriate 1992 date.

(It should be noted that Dennis and I, and our kids Doug (25) and Jennet (23), have sailed in Northern California waters for 20 years. Like a lot of families, we started out on local lakes in classic small boats such as El Toros and Flying Juniors. We then progressed to the Bay and Gulf of Farallones and California coast with a Cal 20, Peterson 33, Santa Cruz 40, Swan 42, and for our

European sojourn, a Swan 46. In addition to local sailing, we've chartered in San Diego, the Caribbean and Tonga. Dennis has also sailed to Mexico and done the Pacific Cup to Hawaii.)

Not everyone has seen the wisdom of our ways. My mother-in-law and other saner family members, for example, have felt like going to court to have us declared incompetent to handle our affairs. To at least get custody of the dog before our raving irresponsibility causes grievous harm. We, on the other hand, have come to feel as free as the flying fish we hope will soon cross our bow.

Sure there have been drawbacks and problems. In Berkeley, for example, you don't want to tell anybody you're participating in anything that might suggest approval of what Columbus did. Then there's the small matter of our jobs. Dennis is a stockbroker and I teach. Unfortunately, it's



Susanne and Dennis Robbins at aloha time following his finish of the last Pacific Cup.

COURTESY RAZZMATAZZ



Why are we doing this? Shortly after attaining the age, status and wisdom of half-centenarians, we looked at each other in the

IN LATITUDES



Scenes from a sailboat shipping to Spain. Clockwise from far left: Unstepping the mast in Alameda; loading 'Razz' aboard 'Cielo' in Oakland; 'Razz' in action during the Swan Regatta; 'Razz' being stripped for Spain; and, son Doug gives his booming approval of the concept.



ALL PHOTOS COURTESY RAZZMATAZZ

the nature of those professions not to get paid if you don't show up. You can even lose your job if you don't come back before too long.

Be that as it may, *Razzmatazz* is safely bedded down on *Cielo de Almalfi*, due to wake up in Valencia after a long rest. How our Swan got onboard is an interesting story.

When we called the shipping lines four years later for a quote to ship our boat to Spain, we learned that the larger size of our new boat and inflation had jacked the price up by four times the original estimate. For a while we flirted with the idea of sailing her there ourselves, but we just didn't have that much time. We thought about hiring a skipper to take her there, or trucking the boat to the East Coast and having it delivered to Europe. Since all three options would have cost about the same, we opted for shipping her all the way, as it would incur the least wear and tear.

We spent several weekends in May — including Mother's Day — doing lots of grunt labor packing *Razzmatazz* full of hard-to-find indispensables such bags of the new peanut butter M&Ms, jars of unadulterated peanut butter, packets of Top Ramen and popcorn, fitted sheets and duvets, a water-maker, paper towels, chili and other good stuff. Dennis and Jim Plumley removed the mast and rigging. We then battened down the hatches, sewed her up in her new blue waterproof jammies, tucked her into her cradle aboard *Amalfi*, and kissed her goodbye.

Once *Razz* left for Spain on June 1, we began to untangle the spectacular Gordian knot we've made for ourselves during the last 22 years of California-based life. While the rest of family and friends stood aghast, we hacked away at the strangling arms with devil-may-care abandon. Chop! Fling! Away went the house — and mortgage. Zap! Gone was the urban assault vehicle and its vanity plates — whose sale is financing our sailing

adventure. 'Purr' went the family sedan on her way to her cushy new life squiring Eastern shieks and Asian businessmen around to look at prime Bay Area real estate. 'Tinkle' went the unused piano on her way to a fire-ravaged East Bay family. 'Ah' went the oak dining table and eight chairs on their way to a family in the country. 'Groan' went the desk to some poor slug who's still working.

So now it's July. *Razz* is well on her way to warmer climes, and full blown summer has arrived here on the Bay with cold fog and gale force winds. So we're ready to cut loose and boogie in Spain, the country of our romantic youth.

— susanne robbins 6/20/92

Accomplice — Herreshoff 29
Paul May
Valdez, Alaska
(San Francisco Bay)
 Greetings from 61° N!
 How much difference can 40° of latitude

CHANGES

make? Last year, when I wintered in Hawaii, not a single snowflake fell on my deck. But this year in Alaska, my deck has been graced with 513 inches! I just realized that's higher than my mast. Snow does make for good insulation, however, and keeping up with the snowfall is easy: you just shove it over the side.

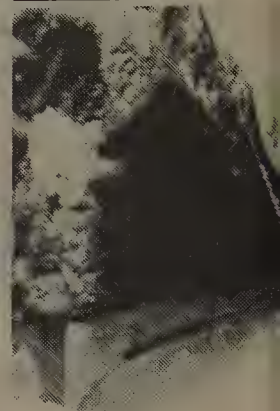
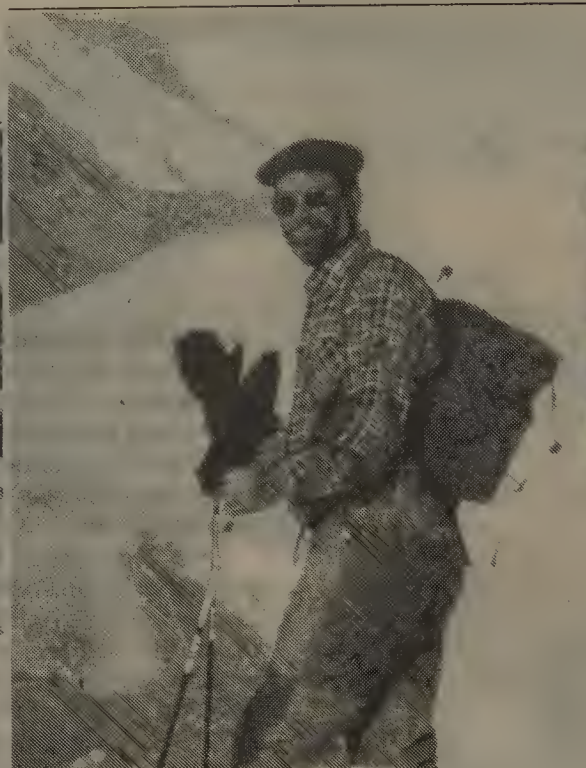
The typical weather pattern up here consists of a couple of days of two feet of snowfall, then no snow for a week.

Getting prepared for winter in Alaska requires more work than in Hawaii. For example, I doubled all my mooring lines in case one broke — because you'd need a pick and hammer, plus some boiling water, to even find your cleats or the dock. The latter are completely buried for about four months. The harbor management snow plows right down to the docks with small tractors, but you have to clear your own finger. If you don't, the finger sinks, the sea water melts the snow and the dock rises again. The next time it snows, the process starts all over again.

Interior boat insulation is a must. When I arrived, the interior of my boat was bare fiberglass with no liner and a balsa-cored deck. I glued Ensolite foam to the hull everywhere above the waterline and then covered it with naugahyde. It did the job as condensation — which is a big problem in these climes — was cut by 90%. I also used a large Sears dehumidifier and the same 1500-watt heater I used in the Bay Area to stay comfortably warm and dry. When the power failed, I relied on my Dickenson diesel heater.

Because the Valdez Small Boat Harbor is only open at one end, there is little water circulation. Thus about half the harbor freezes over for the winter. The majority of boats are hauled out for dry storage or moved up the harbor. A few remained in the "deep freeze", but didn't sustain any damage as a result. *Accomplice* froze in place for about three days one week. Living on a motionless boat in the water was strange — like being hauled out. When the water eventually cracked, it took what was left of the waterline paint along with it. Some 'bergy bits' from a few anchorages the previous summer had already removed much of the stripe.

On the average, three boats sink at the dock each winter. This was a typical year, with three powerboats going down. One simply rolled over when a shoveler emptied one side of the boat of snow before beginning on the other side. Oops! Over she went.



The coldest sustained period during the winter was one week when it got down to the teens during the day and 5° at night. The steady 40 knots winds brought the wind chill factor down to 30° below zero. If you go outside in such conditions, any exposed skin catches your attention in a big hurry. Dealing with the condensation drips from thru-bolts is actually much easier: you just flick off the icicles from time to time and toss them in the sink.

Harbor fees were \$10/foot but have gone up to \$12/foot. Per year! Utility rates are high, however, as it costs about \$55/month to keep thawed out. There is no property tax on boats here in Alaska.

Valdez is only about one mile by one mile, and everything — including a market that's the equivalent of the better Safeways around the Bay — is close by the harbor. Food prices are about 20% higher and alcohol is about twice what it costs in San Francisco. We don't drink cheap wine up north; it comes in a box, but it's not cheap.

There is a good side to all the white stuff,

Having had 513 inches of snow fall on his deck (spread), Paul May decided to get out his skis (inset) and enjoy some of the white stuff.

and that's skiing. The city maintains several groomed trails which are an easy walk from the dock. So right there on deck with my oars and whisker poles are a pair of cross-country skis — from which my knees are still recovering. There are also several good ski areas around Port Valdez, the best being Valdez Glacier and Thompson Pass. The latter, only 10 miles from town, holds the world's record for the most snowfall.

There are as many days of blue sky as gray up here, during which time the effort it takes to get and stay here is more than rewarded. The bowl of peaks that form Port Valdez are dramatic in every direction year round, but when a whipped cream white in winter, they are really spectacular. Of course, the arrival of spring is much appreciated. It's signalled by the return of geese circling and honking over town and their settling in the duck flats beside the harbor.

Now that it's May, I'm back cruising Prince William Sound for the second summer. I rarely have to share an anchorage



BOTH PHOTOS COURTESY ACCOMPLICE

not the lush, tropical vegetation, the iguanas or feral cats. It's not the frigate birds with the chicks nesting in trees, the black terns, or the yellow and blue-footed boobies. It's not even the friendly fishermen. Those virtues have been touted in the various cruising guides and passed on from sailor to sailor.

No, Isabella's secret is her one anchorage's penchant for swallowing ground tackle. During a southeast storm this spring, six of the 10 boats in the anchorage were forced to leave their primary anchors and rode. All but two of the six were left because they'd become fouled. Collectively, more than 1000 feet of chain accompanied those anchors.

Since that incident, I have been surprised to hear of numerous other occasions when people have learned the hard way that Isla Isabella is a graveyard for ground tackle. Other folks have had their bow rollers and anchor shackles twisted as a testament to the super holding power of the anchorage's bottom. One boat spent two hours trying — in calm conditions and with the help of a panga and six fishermen — to raise their anchor.

With the serious losses and damage many boats have experienced at Isla Isabella, it's

Charlie's Charts is that it's misleading. Divers at Isla Isabella report large, isolated rocks and pinnacles scattered throughout the bay, mingled with sand patches.

Some of these pinnacles, which are of gnarled volcanic rock, stand five to 20 feet tall, ideally suited for snagging anchors and chain. Other rocks are fairly flat, making them hard to detect with a depthsounder.

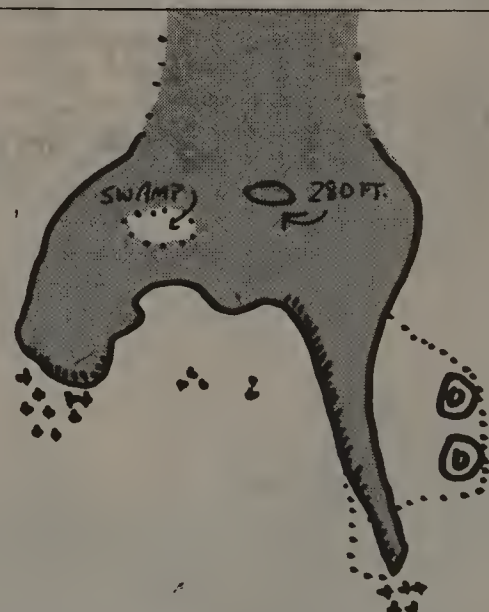
If *Charlie's Charts* isn't good, *Chart Guide Mexico West* has a completely distorted and inaccurate drawing of the island and anchorage.

There is no doubt that Isla Isabella is a unique and alluring island. Many people who have fouled there say they'll return. Personally, I think it would be a shame to miss it. However, I think that mariners would be better off knowing all the facts, good and bad. Too many unsuspecting cruisers have lost or damaged gear there already.

P.S. I plan to send a copy of this letter to *Charlie's Charts* as well, hoping that sooner or later Isabella's secret will get out.

— Jodee 3/92

Jodee — The accompanying sketches were copied from *Charlie's Charts* and from *Mexico ChartGuide West*. As you can see



You be the judge. The outline of the sketch on the upper left is 'Charlie's Charts' version of Isabella; above right is 'ChartGuide West's'. Do they in any way resemble each other? Notice the different relative locations of the lake/swamp with the 280-ft peak, as well as the shoals on the east coast.

too bad that the average first-timer to the island arrives totally unaware that they have to be wary of more than just the "submerged rock" shown in *Charlie's Charts*. Even the rock is mischarted and the depths shown are misleading. The "oily slick" described is visible only under certain conditions. The biggest problem with the description in

from the relative positions of the two shoals on the east side and the southwest tip of the island, somebody's sketch has to be way off.

Just for the heck of it, we started comparing the sketches in *Charlie's* and the *ChartGuide*. There were many major discrepancies. Since we haven't been down there with a GPS, we don't really know

Corona Borealis — N/A

Jodee Smith

Isabella's Secret

(Omaha / Melaque)

Isla Isabella, an island 100 miles NNW of Puerto Vallarta, has a well-kept secret. It's

CHANGES

whose sketches are more accurate.

While both Charlie's and ChartGuide aren't perfect, we used them both for years in Mexico and found their sketches to be valuable as just that, sketches. Naturally, cruisers are interested in all corrections and clarifications such as yours. Whether the publishers are is something we question. Many years ago we called ChartGuide West to inform them that their sketch for Bahia Careyes in no way corresponded to reality. They seemed reluctant to believe us, and indeed, the Second Edition of the Chart Guide contained the same horribly inaccurate chart.

Peregrina — Tayana 47
Edward & Sandra Martinez
Cairns, Australia
(Santa Rosa, CA)

We wrote you two years ago from Palau about how we picked up our Tayana 47 from the yard in Taiwan and fitted her out in Hong Kong. We've been 'out here' two years now. In our first year we sailed thru the Philippines, Micronesia, the Solomons and down to New Zealand. We learned a lot, especially how to sail upwind, as we never had better than a close reach the whole time.

Last year we sailed directly from Auckland to Papeete. We passed within 10 miles of Tubai in the Australs, but we decided to continue on since it was squally and we didn't have very good charts. It was a difficult but good trip, and we were delighted to arrive in Papeete two days later.

We spent 2½ months in Tahiti, where we were able to enjoy such delicacies as steak and pom frites from the 'roach coach' food vans parked along the Papeete waterfront. We saw many boats in Tahiti, including the Europa '92 fleet. It was obvious that we'd arrived on the 'Milk Run'. When we cruised Micronesia in 1990, we were usually the only boat in each anchorage. That was no longer the case. And what a shock! We've been having a nice time, but our idea of cruising is to have some adventures by ourselves and not be with everyone else all the time.

From Tahiti we went to Samoa and finally learned what it was like to sail off the wind. With the breeze just aft of the beam, we averaged 170 miles a day and had a best run of 190 miles. This was easy sailing, as the Monitor vane worked so well that we hardly had to touch the boat at all.

We did both the Samoas and then went to the Vava'u Group in Tonga — which was great! We met up with a lot of friends we'd made in New Zealand and had a good time feasting, diving and sailing. Tonga is a beautiful place!

After a month, we continued on to Fiji, which we decided is one of the best places in the Pacific. The food was delicious and reasonably priced, the water was clear, and it's just a short sail from the cities to lovely, isolated anchorages. The people were also extremely nice in Fiji. Since you have to make a 'kava presentation' to the chief at every village, you never know what will happen. Sometimes the chief just says,

and really didn't expect anything in return. We, however, always went back to the boat and got a few items to reciprocate their kindness. It was a great experience.

From Fiji we passed through New Caledonia and enjoyed it for the second time. We'd been there in 1990, so the reefs weren't as frightening and we knew how to avoid spending too much money.

Around Thanksgiving of last year, we pulled into Brisbane where we spent the cyclone season. Since Australia is so large, we toured parts of the country by air. We visited Melbourne, Canberra and Sydney, all of which were nice cities with much to see.

Since May we've been moving up the east coast of Australia, stopping in at least 20 places. We've covered about 800 miles and have about another 400 to go until we reach the 'top' at Cape York. Then we'll be on to Gove and Darwin. We'd been very much looking forward to diving the Great Barrier Reef, but have only done four dives because the water is so murky. The experts tell us the visibility improves from September to November, but by then we'll be in Indonesia.

Darwin will be our jumping off point to Indonesia. We decided not to enter the Darwin to Ambon Race because it would mean bypassing some very good stops along the way, such as the islands of Tanimbar and Banda, which were highly recommended by an Aussie we met. In the past, one of the big

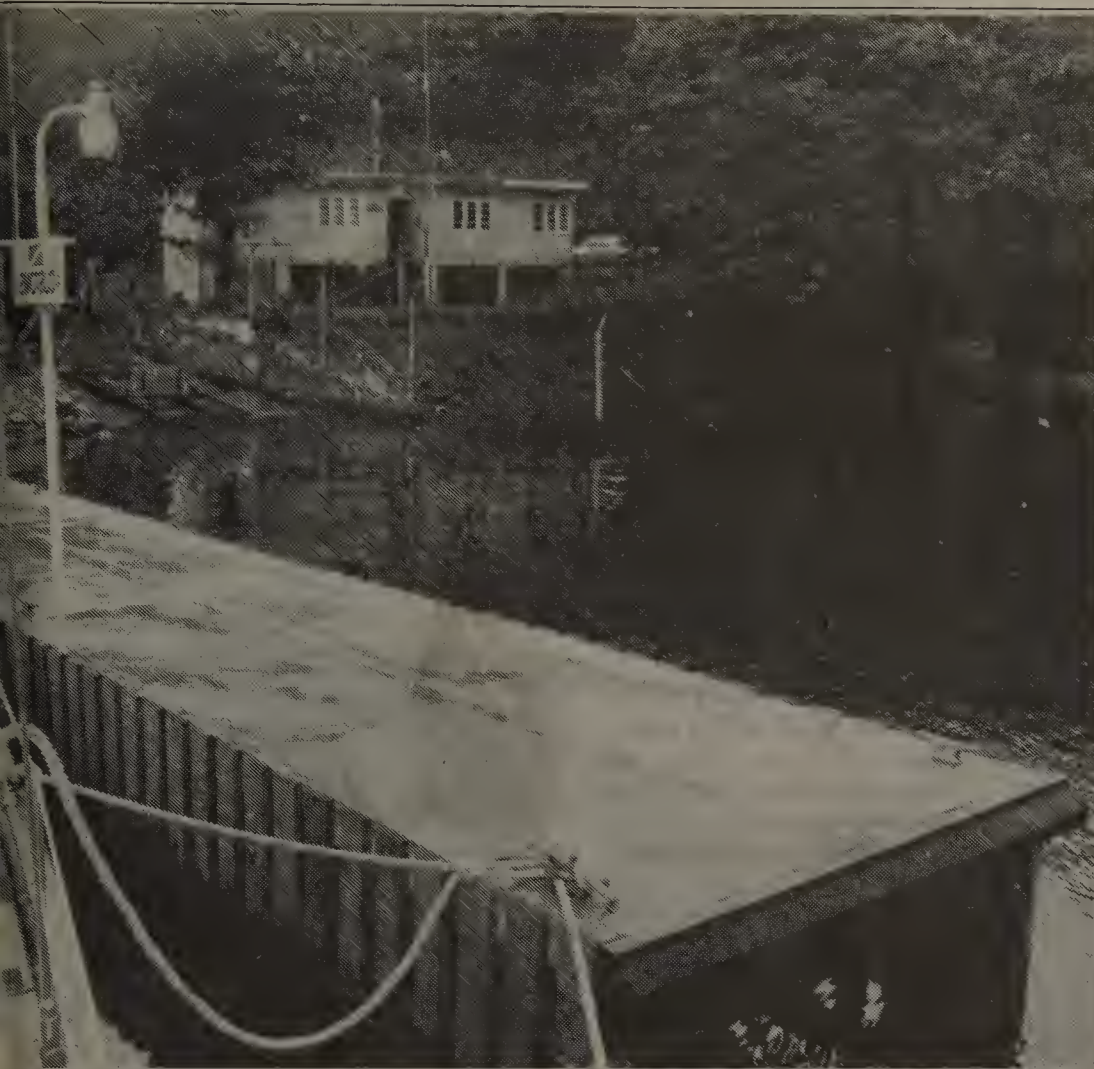


COURTESY PEREGRINA

We'd had one gale and the tail end of cyclone Lisa to contend with. The latter was fairly interesting, as we had 45 to 55 knot winds from behind us for 2½ days. We sailed at 5 to 12 knots under bare poles and windage from the dodger!

'Peregrina' at the Brisbane Piles for \$15/week Aussie, including laundry and water. If you gotta have piles, these are the ones you want.

"Have a nice day", but other times you get 'adopted', with offers of tea, dinner and/or diving. The Fijians often gave us shells or fish



LATITUDE 38/RICHARD

The welcome mat is out for cruisers in Trinidad. This fine Customs dock was built especially for arriving yachts. More next month.

reasons to do the race was because it assured you of getting an Indonesian cruising permit. Such permits are now easy for anyone to get; we paid \$180 and got ours six weeks later.

After Indonesia, we'll head on to Singapore for the Kings Cup and Raja Muda Cup. We'll report on those experiences as we move on our way. We are looking forward to Asia, its food and its culture. We now feel we'll stay in Southeast Asia for 1993 before continuing on to Europe. Who knows, as this is the cruising life.

P.S. A friend keeps the last year's *Latitudes* for me and I noticed a request in *Letters* for how cruisers get money while in foreign waters. Here's how we do it:

1) We have an American Express Card which allows us to cash personal checks. This is all right, but they don't have offices everywhere. Also, you lose money when you take money out.

2) We have a Visa card from Merrill Lynch. It's a debit card, which means you can go to any bank that honors Visa and draw out what you need. There is no charge, and you can withdraw small amounts as there are many such banks in New Zealand and Southeast Asia. If we remember correctly, it takes \$20,000 to open a Cash

Management Account with Merrill Lynch.

3) We usually carry cash instead of traveller's checks as cash is so much easier to deal with.

— sandy & ed 6/16/92

Sandy & Ed — While in Moorea last month, we gave a copy of the June Latitude to Phil and Bev, an Aussie couple who have been captain and mate on a globe-girdling Baltic 75 for the last five years. They expressed amazement at Tom Scott's Changes in which he, like you, noted that the waters of the Great Barrier Reef were murky. Halfway through a second circumnavigation, Phil and Bev said the GBR had the clearest water and best diving they'd seen anywhere in the world. The thing is, they said, you have to go out to the "ribbon reefs", which are marked 1 thru 10, north of Cairns.

**Satori — Cal 46
Tom & Bobbie Vandiver
Stafford Creek, Andros, Bahamas
(Long Beach)**

We departed Long Beach in May of 1988 and enjoyed 21 wonderful months in the Sea of Cortez and along Mexico's Pacific coast. We heartily enjoyed all Mexico has to offer cruisers, including the wonderful ambience in which it's easy to make new friends. We often wonder why we left Mexico — perhaps because there is so much of the world to see.

Costa Rica was all it had been promised to be. Like a lot of other cruisers, we

considered buying land there for our home base. But after three months, we moved on to Panama, where we spent several weeks exploring the unspoiled islands of Panama's west coast. We finally transited the Canal on May 17, 1990, after which we visited former Southern California cruiser, Mike Starbuck at his place at Playa Blanca. We then sailed non-stop to Mobile, Alabama, averaging 7.1 knots! That's not bad for a boat with a 37½-foot waterline. Of course, Bill Lapworth wasn't much on designing slow boats.

Our plan was to go up the rivers of America, through the Great Lakes and down the Hudson River. But after 394.4 miles of the muddy Tenn-Tom Waterway, which is 300 feet wide and nine feet deep, it had become monotonous. The scenery was nice, the people wonderful and honest, but we succumbed to 'bright fright', rude powerboaters and boredom. Consequently, we rented a slip in Fulton, Mississippi, bought a van and drove back to visit family and friends in California.

Luckily for us, San Francisco friends Jim and Sandy Jordan had recently bought a vineyard in Sonoma County and were spending their weekends getting it ready to replant. Seeking another adventure and



Mike Starbuck, who cruised out of Marina del Rey on his Peterson 44 'Starbuck', enjoys playing host to cruisers at his place at Playa Blanca.

looking for a cure for getting fat and lazy, we volunteered to help. Soon we were clearing land, bulldozing roads and terraces, and learning all about grapes. Our friends Rod and Lynn Berglund of the Joseph Swan Winery in Forestville let us help with the

CHANGES

1990 crush. Having a great appreciation for wine, this offered us an excellent opportunity to learn more about it first-hand.

Our 'short' break from cruising lasted until April of 1991, when we returned to *Satori* with a U-Haul trailer full of Sonoma County's finest products.

In February of this year we finally escaped the muddy river and hauled out at Mobile — it was the first time in four years! We then met some other cruisers in New Orleans for Mardi Gras. What a party! It's a Disneyland for adults that shouldn't be missed.

We then visited other West Coast Cruisers (WCCs) who are at least temporarily hanging their hats in Florida. Among these were Richard and Charli Birge of the Seattle-

in the area and a great place to visit — assuming your boat draws less than six feet. Birge, who commutes to Seattle to drive tug boats to the north slope of Alaska, trimmed 18 inches off *Artful's* keel with a chain-saw so he could tie her to his dock. He reports that his boat isn't as stiff as she once was.

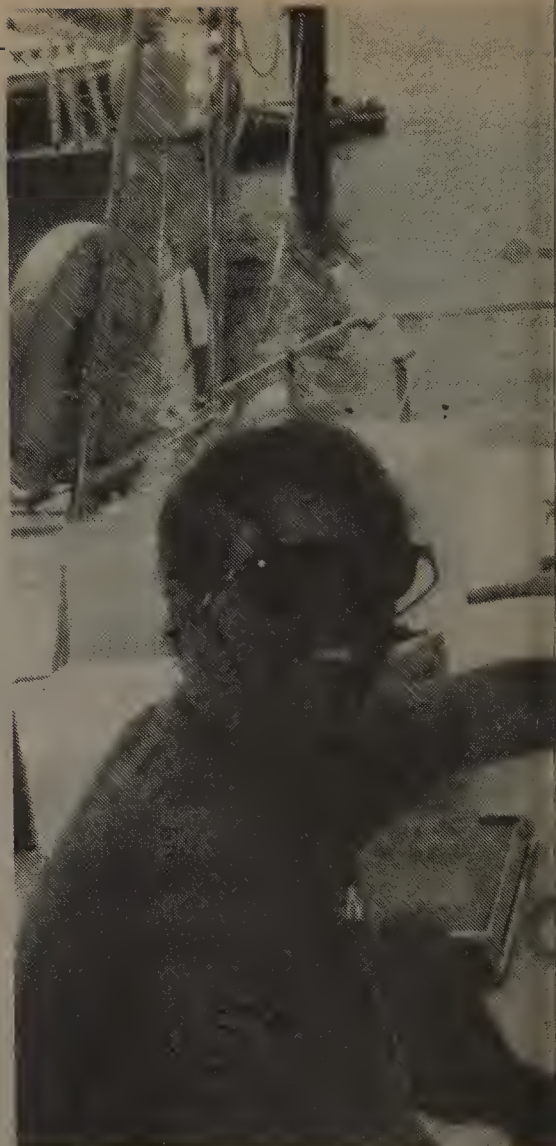
We also visited with Russ and Jody of *Mischief*. The San Francisco couple are temporarily replenishing their cruising kitty in St. Pete. Then we sailed to Key West in time for the 10th Anniversary of the 'Conch Republic'. The Conchs really know how to party. Even the Coast Guard is looser in Key West, as they got into a water-fight with mariners during a re-enactment of the 'Conch Republic Succession'. After a week in Key West, we moved up to Boot Key Harbor, our livers damaged and our wallets thinner. We took a slip for a month at Boot Key and tried to assuage our guilt feelings about having too much fun by stripping and varnishing the outside teak.

After a month or so cruising in the Bahamas, we intend to haul *Satori* for storage during hurricane season, then drive back to California for a short — seriously — visit. This fall we'll continue our Caribbean adventure.

The primary reason for this letter is to get the word to other WCCs in the area that the First Annual West Coast Cruisers Christmas Rendezvous At Georgetown, Exuma, Bahamas, will be held from mid-December '92 until early January '93. Specific events haven't been decided, but given the typical WCC, it should be a ball. Camp followers are invited to fly in, as both reliable air service and shoreside accommodations will be available.

The WCCCRAGEB is the brainchild of Sam and Carol of the San Francisco-based *Sea Jay*, (currently in Guatemala's Rio Dulce) and Bob and Joanie of the Los Angeles-based *Athena* (now in Fort Lauderdale), plus some other members of the WCC SSB net. (We meet Monday, Wednesday and Friday at 0830 EDT, 1230Z on 12.353.)

As of this time, the following WCCs are within range and plan to attend: *Nunga*, David & Nadine (Florida); *Bountiful*, Jim & Patti (Gulfport, Miss.); *Sweet Loretta*, Joe & Loretta (Florida); *Infini*, Paul & Dana (Rio Dulce); *Nicolani*, Bob & Dionne, (Caribbean); *Endless Weekend*, Santa Cruz, (Caribbean); *Artful Dodger*, Richard & Charli, (Pensacola); *Mischief*, Russ & Jody, (St. Pete); *Grimsby*, Val & Greg, (Gulf of Mexico); *Sea Ducer*, Seattle, (Gulf of Mexico); *Audrey*, Alaska, (Caribbean);



Gypsea, Dennis & Georgeann, (Florida); and us, Tom and Bobbie, on *Satori*, in the Bahamas.

We hope we haven't omitted anyone. All are invited to the rendezvous, to check in to the WCC net or to drop a note to our mail forwarding: *Satori*, 440 Manti Drive, Anaheim CA 92807.

— tom & bobbie 4/27/92

Maringo — Columbia 10.7
Hal & Ruth Pattenaude
Marina La Paz
(Marina Village, Alameda)

Maringo visited Acapulco in February '92, where we berthed in the new but unfinished marina. At that time there was no water or power on the docks, but the crews were making progress toward that goal. The location of the marina is perfect, as you can easily walk to town or the yacht club. Despite all the bad publicity, we enjoyed our stay. We found the bay and city cleaner than expected.

Heading north — what a terrible fate! — we stopped again at Z-Town and Las Hadas. At Bahia de Navidad, we navigated the dredged channel with the help of Chris from *Hiolani*. *Maringo* and a dozen other boats anchored in the dredged lagoon that will one day be a marina. The hospitable Hotel Sands allowed everyone to tie their dinghies at their dock as well as use their swimming pool and outdoor shower. They even



COURTESY SATORI

Sister Souljah shoulda been there — they were 'shooting' the Coast Guard at Key West, at least during the 'succession'.

based *Artful Dodger*, who'd bought a 110-foot dock, complete with a house and lot near Pensacola. It's the best hurricane hole



COURTESY SATORI

Real cruisers do eat quiche: the Vandivers and friend enjoying the good life in Key West aboard 'Satori'.

extended "happy hour" to include most of the afternoon and evening. Needless to say, there were a lot of happy cruisers.

We bused to Melaque and were truly amazed at the nightly fireworks in the week preceding St. Patrick's Day. However, *Maringo* left Bahia Navidad on March 17 and thus missed the immortal balloon dance of "Boom-Boom" (Fruition) at Phil's.

Tenacatita and Chamela were quiet and beautiful as advertised. After leaving Chamela we encountered 30 knots of wind and 12 to 15 foot seas for almost 16 hours. By the time we passed dreaded Cabo Corrientes, we had calm seas and very little wind.

We've had an Interphase Starpilot GPS on this trip, to which I immediately became addicted. It failed us completely, however, 30 miles north of Acapulco. Hal's excellent celestial skills brought us safely into each and every harbor from Acapulco to Marina Vallarta while the GPS was back in Santa Cruz being repaired. I flew home from Vallarta to retrieve the GPS, which, now that it's working again, is back in my good graces.

Last week we crossed from Mazatlan to La Paz. We were too late for Race Week, but are still looking forward to the beautiful anchorages of the Sea of Cortez. We left our

boat at Marina de La Paz while we took a side trip to the Copper Canyon aboard the fairly new and swift — 3½ hours — train. Since the Baja Express ferry was out of service until July, we had to cross from Pichilique to Topolobampo aboard the *Loreto*, which was very dirty and poorly maintained. It was a depressing 10-hour voyage. Fortunately the return trip aboard the *Coromuel* was much more pleasant.

The Copper Canyon area is all that it is promised to be: scenic, dramatic and unique. The train ride up, our stay at Creel, the waterfalls — all were wonderful.

But it was the train ride back that we'll never forget. Our train was stopped and robbed between isolated stations by 11 masked gunmen. The hold-up lasted 45 minutes, and the bandidos did get away with a lot of loot. We felt fortunate that we personally lost only our expensive camera. The only injury was a man's face that got bloodied after he'd looked too closely at one of the bandidos. So the lawless Old West still lives south of the border!

The Sea of Cortez beckons and we are looking forward to a couple of months of quiet, beautiful anchorages.

— ruth pattenau 5/92

Nepenthe — Folkes 39
Tom Scott
Christmas To Cocos-Keeling
(Menlo Park)

The Indian Ocean winds weren't terribly cooperative during my 500-mile passage to

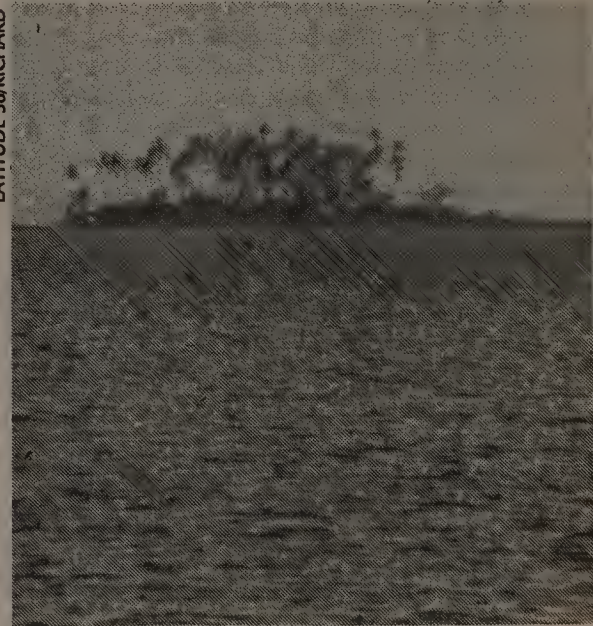
Cocos-Keeling. Nonetheless, it was a bright and clear August 1 when I arrived at the atoll's entrance, a pleasantly wide open pass. The water changed color abruptly in the pass from deep sapphire blue to a delicate turquoise, and the surrounding reefs were clearly visible. As I approached the first marker beacon, another sailboat was going around in circles, apparently waiting to follow me in. But as I drew near, the skipper waved 'hello' and guided me into the anchorage at Direction Island. It was a hell of a nice welcome.

Cocos is an atoll consisting of a number of separate small islands — which in the Pacific would be called *motus* — that surround a large lagoon. The water in the anchorage is crystal clear and a vivid turquoise color typical of places with sandy bottoms. There in the lee of Direction Island were 15 or so yachts, several of which I had known from previous years. I knew at first glance that here, at last, I was back among the cruising fleet. I could hardly wait to catch up with all the gossip.

That first night there was a BBQ ashore. Having thrown together a modest contribution to the pot luck, I went in to renew old acquaintances and make new ones. As usual, the cruisers turned out to be wonderful folks. Typically, all were off on their own personal adventures, pursuing their separate dreams.

Some had just completed their first

LATITUDE 38/RICHARD



They call them 'motus' in the Pacific and 'islands' in the Indian. No matter what you call them, they're alluring.

offshore passage, while others had been sailing the oceans of the world for years. Some were bound for Singapore and

CHANGES

Malaysia, some for Europe, others for Africa and Sri Lanka. Some of the boats were under 30 feet, some were over 50 feet. Some had spent many years building their boats, others had bought them relatively complete. Some had all the luxuries and zipped to shore in large dinks powered by big outboards; others had basic boats and rowed to shore. But all had embarked on a great adventure of sailing the world's vast oceans and all were willing to accept the risks, dangers and discomforts of ocean passages. And all had found their way to Cocos Island, one of the jewels of the Indian Ocean.

As the days passed, so did my sense of time. My morning hours were filled by snorkeling and exploring the Direction and Home, the two nearby islands. Afternoons there would be volleyball games followed by Happy Hours and BBQs. I did a little work on the boat, but was careful not to overdo it and thereby incur the ridicule of my fellow cruisers.

The anchorage was at the opposite side of the lagoon from the Australian community's quarters and facilities. Conveniently for us, the residents sent a ferry to the anchorage each Friday so that we might buy fresh food and supplies at the grocery store. Almost everyone in the anchorage would go along on these trips, either to shop or just for a change of scenery. There was also the opportunity to go out to lunch, as a small Malay restaurant put nearly all their tables together to accommodate our motley group of cruisers. I can't help but think that 'yacht day' was their busiest of the week. Of course, it could have been that the local residents were intimidated by our often boisterous behavior, and after locking up their daughters, rested uneasily until we barbarians departed.

It seemed as if I had barely settled into Cocos when it was time to head off to sea again. So, on a bright morning in mid-September, *Nepenthe* slowly made her way out of the anchorage, pausing here and there to bid farewell to friends. To the blast of horns and shouts of "fair winds", we gathered speed and headed out the wide pass into the fresh tradewinds. In that short space of time, *Nepenthe* and I were alone once again, with just the forever changing patterns of sea and sky for company.

By early afternoon, exquisitely beautiful Cocos had slid quietly out of sight astern. Although gone from sight, that island will long remain etched in my memory along with a few other spots of incredible beauty: Cook's Bay, Moorea, where hundreds of yellow hibiscus flowers would float slowly



seaward, passing *Nepenthe* like a small armada. Opunga Cove, New Zealand, where the forest green waters mirrored the lush hillsides that rolled down to the water's edge. Like . . . like . . . well, there are numerous others. In all of these places I had been fortunate to share not only the beauty, but the camaraderie, laughter, food and drink of my fellow voyagers.

But for now I was heading 2,300 miles west to Port Luis Harbor, Mauritius. More on that next month.

— tom 10/91

Polynesia Report Papeete, Tahiti

While honeymooning in French Polynesia, the Wanderer and Wanderette kept their eyes peeled for Northern California boats. They weren't hard to find. Over in Cook's Bay, Moorea, three of the five boats at anchor were from San Francisco. And at the quay at Papeete, there were so many the Wanderer only had time to chat up a couple of skippers.

The three boats in Moorea were Jeff and Dawn Stone's Sausalito-based Nicholson 39, *Dawn*; Kevin Foley and Patty Zorn's Yankee 30, *Canamara*; and *Hawkeye*, Leo and Marilyn Gulley's handsome Alameda-based steel sloop. The day we arrived at Cook's

Although Capt. Cook never anchored at Cook's Bay, he should have. It must be one of the 10 most lovely anchorages in the world.

Bay, the latter were making a spectacle of themselves, spinnaker flying in front of one of the most magnificent South Pacific vistas imaginable.

According to Jeff and Dawn, all three of the Northern California boats had left the Bay Area last spring, then wintered in Hawaii. With transient space being tight in the Islands, they spent the winter shuffling between berths.

It had been the Stones' intention to sail back to California and then head down to Mexico, but their engine conked out in the Islands and they got stuck there over the winter while it was replaced. Once their engine was ready, the only logical destination was Polynesia.

"We're glad our engine blew up," laughed Jeff, "or else we wouldn't have come down here. And this," he said gesturing to the Cook's Bay scenery, "is paradise." He would get no argument from the Wanderer or Wanderette.

Having to catch the ferry back to Tahiti, we didn't get as much time to speak with the Stones as we wanted, but we did learn that *Hawkeye* was headed to Thailand, Foley, who is singlehanded, was headed to New Zealand, and the Stone's were relying on "the good Lord to deliver us to wherever we

LATITUDE/RICHARD



need to be." The Stones were thinking that would probably be Indonesia. Whatever their destination, they looked relaxed and at peace with the world.

Back in Papeete, we strolled down the quay and bumped into John Bentley and Ray Schwartz, who were sitting on the rocks enjoying the spectacular fashion in which the sun sets over Moorea. The quay is an peculiar place, for if you look to the west, you see mostly natural sights: Polynesians rowing traditional outrigger canoes, the Sea of the Moon and Moorea. Meanwhile, just 20 feet behind your back, all manner of noisy two-stroke motorcycles, noxious diesel trucks and darting cars are rushing by. Somehow it all works, which is the magic of Papeete.

For Bentley, who sailed to Tahiti aboard his Morgan Out-Island 41 *John B.* from Panama, and Schwartz, who'd left Morro Bay aboard his 50-foot trimaran *Eros* for Nuku Hiva on the 26th of April, it was a reunion of sorts. The two had known each other many years before when they both had boats in Half Moon Bay. In fact, when *John B.* pulled up to the quay at Papeete, one of the crew spotted the distinctive hulls of *Eros* and shouted, "I know that *ama*, I helped carry it to the water back in Half Moon Bay." Indeed he had — back in 1976!

Schwartz, who like Bentley spent his career teaching school, has always liked trimarans, although some more than others,

He sailed a 40-ft Piver from California to the Galapagos to New York City, where he sold her. "She wasn't a very good boat," he said, "I knew I could design and build a better one myself." And that's exactly what he did.

Some guys futz around and never finish projects. Not Schwartz, who although he may not be the most accomplished craftsman, knows how to get a boat completed and miles under her hulls. He stepped the mast on *Eros* the day after he launched her, then two days later set off on the Milk Run to New Zealand. He spent quite a bit of time in the South Pacific — including 18 months teaching school — before heading north to Guam. He sailed the 5,700 miles back to California non-stop. A 'can-do' kind of guy, Schwartz only had three sails on that boat.

Seemingly more happy and upbeat than anyone around, Schwartz nonetheless told us he suffers from rheumatoid arthritis and had spent much of the last two years in bed. "I decided that if I was going to go down," he said, "I was going to enjoy it, which is why I've been sailing out here." Uncertain whether he might become incapacitated, he felt it would have been irresponsible to bring crew along, so he's been singlehandedly.

The warm air and water has been good for his arthritis, but it's the drugs that have

LATITUDE/RICHARD



Some folks have all the luck. If the Stone's engine hadn't conked out in Hawaii, they wouldn't have been having all this pleasure in Polynesia.

allowed him to do what he's done. "I have a huge pill regime," he said, "and my wife put signs all over my boat that read: 'Did you

take your pills?'"

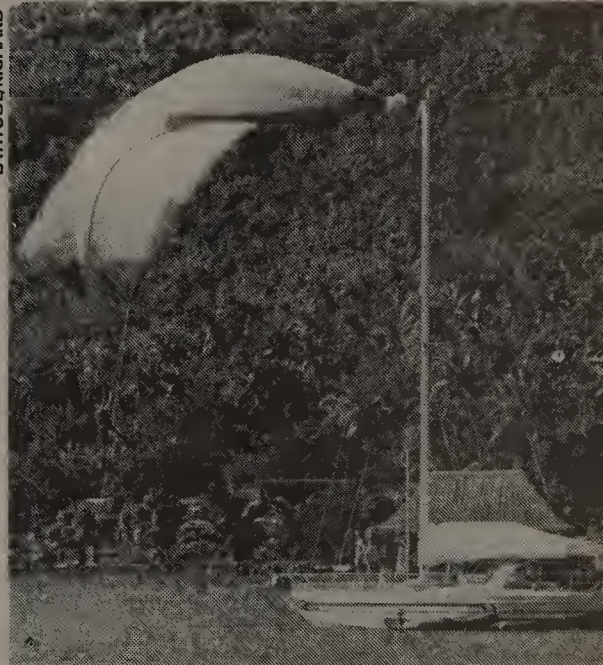
Schwartz is just one of the exceptional guys that aren't that uncommon on the oceans of the world. We were glad to hear that Kay, his wife, who has done a lot of sailing with him, was expected to arrive by plane in a few days.

Before we left, Schwartz wanted everyone to know that the best cruising is at about 18° north or south. "That's where you get good consistent weather," he explained. "My personal favorite is New Caledonia. It's tropical, but like Cabo, which is also at 18°, it's dry. The water is clear, the food is great, the fishing is terrific and it's not too hot or humid."

Schwartz' friend John Bentley was in a good mood because his daughter Jodeena had just flown in and because he'd had a fine voyage from the Caribbean. Although the teacher lives in Marin, he's kept his Out-Island 41 in the Virgin Islands for the last 10 years so he could cruise the Caribbean during his summer vacations.

Both the Morgan and the weather treated him well on the passages, which totalled nearly 5,800 miles. "It was a pretty easy trip," he said, "with good breezes and the old boat

LATITUDE/RICHARD



Leo and Marilyn Gulley, spinnaker flying from their steel sloop 'Hawkeye' at Cook's Bay.

holding up surprisingly well. We, which includes crewmembers Ken Church, Norm Sanden, Richard Buck and Harry Patton, made the 3,100 miles from the Galapagos to the Marquesas in just 22 days. And the only thing we broke was a spinnaker shackle."

How does Bentley, who will return to teach school from September through spring

CHANGES

before taking a leave of absence, think French Polynesia compares to the Caribbean? "After 10 years in the Caribbean, I got sick of all the officials, fees, hassles, fines and dirt . . . all the Caribbean bullshit. I loved the Marquesas, I loved the Tuamotus and I like it here. There are beautiful flowers everywhere, it's clean and the people are very friendly. I'm delighted to be here."

Bentley, incidentally, also thought very highly of Panama's Perlas Islands. "It could be the next Caribbean in the sense that there are lots of sparsely inhabited islands just a few miles apart." Schwartz, listening in, cautioned that the Perlas Islands had been major drop-off points for drugs when he was down there, and suspected they still were. Schwartz concurred, however, that the Perlas are lovely islands.

An individual Bentley didn't care for was the Navy Port Captain who was on duty at the Galapagos when he passed through. "This guy was involved in all kinds of shenanigans. He charged four times what he was supposed to for diesel, he charged for things he wasn't supposed to, such as dirty water and an onshore electricity, and he never gave receipts. When Immigration got word of what he was doing, they got angry

Schwartz and Bentley, a couple of really nice guys, in order to see who else was around. Down the quay a few feet was *Day-by-Day*, Jim and Pamela Damm's San Jose-based Passport 40, and *Simpatika*, a San Francisco-based Cheoy Lee motorsailer. We also saw what we believe was *Hayes*, Kirk Bewley's Stockton-based Contessa 43. The reason we're unsure is that the transom read *Bones VII*, the name she had when she was owned by Bill and Diana Chapman. One of the largest boats on the quay was *Alaskan Eagle*, the S&S 65 owned by Orange Coast County College that takes students from the South Pacific to Alaska on educational voyages. Richard and Sherri Crowe, whose Farr 44 *Confetti* is still in Antigua, had just boarded to take over as captain and crew.

But certainly the class of the quay was *Mariella*, a dazzling big Fife ketch that had been built in Scotland just before World War II. About a year ago, the San Francisco owner of this gorgeous wood yacht wrote *Latitude* to say they were on their way from Australia to San Francisco. Apparently they still are, but not at warp speed.

The boat we were really hoping to see was *Mighty Merry Too*, a Pacific Seacraft Dana 24 being singlehanded by Mary McCollum. According to the crew of *War Baby*, who'd seen her at the Galapagos, the 61-year old McCollum was following in their wake to Easter Island, Pitcairn, the Tuamotus and Tahiti.

A quick survey of the 87 boats at the quay revealed that they come from all over the world, that they range in size from about 25 feet to 95 feet with a huge majority in 32 to 45 foot range, that some are in great shape, some run down and some in between. Mostly average boats with average people having an extraordinary amount of fun.

— latitude 38 6/23/92

Cruise Notes:

Those of you who have travelled to Mexico have no doubt noticed how difficult it is to find 'Mexican food' down there. At least Mexican food as we Californians are accustomed to it. That's all changing, however, as Pepsico, parent company of Taco Bell, has begun opening "taco carts" in Mexico City and Tijuana. No, we're not kidding. However some of the Taco Bell bill 'fare is so foreign to our friends to the south that *Excelsior*, a big Mexico City daily, felt compelled to explain what a burrito was to its readership.

At least three **Berkeley YC boats** are out cruising the Pacific, according to Steve



Salmon. Frank Petrie and Tracy Dickerson aboard *Symphony* are happily anchored in Raroia, one of the atolls in the Tuamotus. "No rain and no bugs" is the reason they rate it "1,000% better than the Marquesas, which they left the week before."

The other two Berkeley YC boats were far out to sea on May 26. Nick Mason and Karen Taves of *Stardust* were 1,200 miles northeast of the Marquesas. They'd been making good progress until they hit the doldrums at 9°N, which is a couple of degrees north of normal. Perhaps El Niño is to blame. In any event, they'd had lots of rain but little wind for the last couple of days.

Mark and Lorraine Salmon of *Arietta* were also about 1,200 miles from the Marquesas, but already south of the equator, as they'd left from the Panama Canal. About as far from a dentist as possible, Mark developed a big problem with one of his teeth, as apparently a nerve was dying under a crown. Dentist Frank Beavers advised them, via ham radio, on a medication that hopefully will make the pain bearable until Mark reaches a dentist in the Marquesas.

Bob Rowland reported that he and his Golden Gate 30 *Kiana* were leaving Darwin on May 29 for Indonesia. "Australia was great," he wrote. "I purchased an old Toyota



Baguettes, heavily subsidized by the French and delivered into boxes like this one, are one of the few inexpensive products of Polynesia.

and I've heard he's been replaced. However, he apparently went around to all the boats the day before he got canned and demanded more money!"

As the sun set further beneath the horizon and darkness fell, we bid 'bon voyage' to



LATITUDE 38/RICHARD

Jodeena and John Bentley, and Ray Schwartz (inset) enjoying the sunset (spread) from a rock of the Tahiti quay.

in Darwin, drove it 12,000 miles around the countryside, and then sold it for what I paid for it. I stored the boat on the hard in at Sadgroves Quay Boatyard in Darwin while I toured, and had no problems with either security or getting work done." Rowland said that after Indonesia, he'll head on to the Seychelles, Djibouti, the Red Sea, Suez Canal and Cyprus "for the northern winter of '92-'93".

Last month Jim and Pamela Damm of the San Jose-based **Passport 40 Day-by-Day** reported that their boat was just one of seven that made an 18 to 23-day crossing from Mexico to Polynesia this April. Jan and Marvin Myers of **Williwaw II**, writing from Hiva Oa in the Marquesas, report that the other six boats were Bob & Cathy's **Ranger**; Phil and Lydia's **Aria**; Ned, Carol and Spencer's **Plain Jane**; Gordon and Joan's **Alegria**; Bob's **Alegria**; and the Myers' own **Williwaw II**.

"We were one of several boats who anxiously anticipated the *Mexico to Marquesas Madness Rally* this year," they continued, "and were disappointed when it didn't work out. Anyway, we forged on

across on our own, without the high-spirited shenanigans of the *Latitude* staff, and had a wonderful trip from Puerto Vallarta to Hiva Oa. So while we sit back, relax, pop another Hinano and enjoy the breathtaking scenery, including handsome Marquesan men and women, we hope you'll process our subscription renewal. And maybe we'll see you guys down here in paradise next year. We'll save a few Hinanos for you, just in case. By the way, bring lots of money. It's expensive — but worth it!"

As Jan and Marvin no doubt read in the previous *Changes*, we made it down to French Polynesia this year — and in fact probably just missed them. Be that as it may, we can confirm that it is expensive — and that it is worth it!

Faring less well in their Pacific crossing were Bill and Joan Holman aboard their Portland-based **Tangaroa**. "It took us 30 days — what an experience! — to get from Puerto Vallarta to Hilo. Where were the tradewinds? We had light and variable winds the entire way — when we had any wind at all. Nonetheless everything went well until the middle of the night when we were 45 miles outside of Hilo, at which time

everything broke."

Noting that many sailors in the Northwest read *Latitude*, the Holmans checked in with the following round-up: Washington boats **Genie** and **Hasty**, as well as Oregon boats **Jambo**, **Inertia** and **Encore** are in the Marquesas. All had good winds going across. **Bandit** left Hilo on May 30 for the Marquesas, while that same day **Stardust** arrived in Hilo from New Zealand and French Polynesia bound for her homeport of Portland. Currently in Hawaii but headed back to the Northwest are **Akvavit**, **La Runa** and **Genesis**. **Eventyr** and **Steeldiver** are spending the summer in the Sea of Cortez.

Two years after hurricane **Hugo** made shambles of the Charleston Municipal Marina, it remains that way. Officials expect it will take another two years to get the marina operational again. By the way, it's now official hurricane season in both the Eastern Pacific and Atlantic/Caribbean, so watch it out there.

Just a little late once again. The U.S. Postal Service, as we all know, just got around to issuing an **Elvis** commemorative stamp. Old Caribbean hands will tell you that tiny Granada had enough sense to honor The King with a stamp way back in 1978. And history buffs will tell you that was long before we invaded them for their own good.

The **Hotel Los Arcos**, the La Paz landmark which affords the finest view of the famed 'La Paz Waltz', celebrated its 40th anniversary on June 1. Owned by the Coppola family, the hotel has grown from a 14-room boutique resort to a 200-room resort. Since it's located in La Paz, the gateway to the Sea of Cortez, it's hosted some of the most macho men of the 20th Century: Ernest Hemingway, Clark Gable, John Wayne and the Wanderer. The hotel is currently giving a 'fourth night free' discount on rooms to celebrate their anniversary — in case anyone in La Paz is getting boat fever.

Brian Saunders, who kicked around the Bay Area in the late '70s before heading off to sell, cruise and charter boats in Hong Kong, Singapore, the Phillipines and Thailand, has sold his most recent **Tropicbird**, a Stevens 50. He's now searching for a 45-foot motorsailer or — gasp! — "ocean-going trawler". If you've got one you want to sell, check out this month's *Classy Classifieds* for his ad.

Mike Leonard and Tricia, who have been sailing the Sea of Cortez aboard their Flicka 20 **Serendipity**, report they had no trouble trailering their boat back to Arizona from Mazatlan — other than having to use bug

CHANGES IN LATITUDES

remover on the spreaders. "To all our friends who may find themselves in Tucson," they write, "you will always be welcome here. Our number is (602) 323-0735. We miss you all and hope to see you again."

We'll have a *Changes* from Leonard next month regarding his thoughts on cruising the Sea of Cortez with a 20-ft trailerable boat.

Chuck Warren of the **El Niño Project** wants to thank everyone who picked up a weather observation book prior to their crossing to Polynesia, filled it out and returned it. He'd also like to remind those who haven't returned the books, to please do so now. Warren says it's not too late for others who made the passage from Mexico or the Galapagos to Polynesia to contribute: "Please send me copies of your logs and I will do my best to see that your data gets to the World Meteorologic Organization, whose scientists study weather, climate and the sea. This is, as you know, an El Niño year. You were there, established science was not, so your contribution is valuable." Warren can be reached at 2033 Powell St., San Francisco 94133.

Doug and Jamie Owen, formerly of Marina Bay but more recently of Catalina,

report they spent another six weeks this winter cruising their Garden 31 **Teal**. "We had a great time in Cartagena," said Jamie during a telephone interview, "where we stayed at the Club de Pesca. We were the only Americans and only sailboat there, as this is the club for rich and famous Columbians and their Bertrams. The only reason we didn't stay with all the cruisers at the funky yacht club is that we belong to the Panama Canal YC and thus had reciprocal privileges at the Pesca."

The Owens spent six weeks in Cartagena, and like everyone else, loved it. They also took a shine to the inexpensive but high-quality boat work available there. "We had the club carpenter replace the top member of the boom-gallows, re-do the galley sole, fix the head sole and completely rebuild the hatch. He supplied the Columbian hardwood and did all the work for — get this — less than \$100 U.S. All kinds of people were having their topsides sprayed with LP, as it only cost about \$700 for a 40-foot boat!"

As was the case last year, the Owens leave *Teal* at the Panama Canal YC when they come back to work at Catalina for the

summer. After paying the initiation dues, their berth fee comes to \$100/month and caretaking another \$25/month. They have 24-hour security and everything, according to the Owens, is hunky-dory.

Cartagena is high on the list of places Wanderer and Wanderette would like to go. If anyone else would like to co-charter *Big O* from the Virgins to Cartagena, or do Cartagena and the San Blas Islands — they're all ears.

Capt. Antonio, who is currently making love to *Big O*, spent six months in Cartagena about a year ago and loved it. When we asked him if it was safe, he laughed and in his engaging manner, told the story of how he and a buddy, after celebrating some glorious achievement, found themselves... well, full-on inebriated. Up came two Columbian cops, at which point they figured they'd get to visit the local jails. But no, the cops loaded them onto the backs of their motorcycles, drove down to the marina, carried them onto their boat, and tucked them in their bunks. You don't get that kind of treatment in urban America. Which is why, it might just be time to see some of the rest of the world, eh?

Why Do Serious Ocean Racers Choose ALPHA PILOTS?

Because For Over 20 Years ALPHA PILOTS Have Delivered The High Performance, Reliability, And Low Power Consumption These Competitors Demand!

Bill Stange - Olson 30 "I sailed my Olson 30 'Intense' in the single handed TRANSPAC San Francisco to Hawaii race using an Alpha 3000. I was able to set a new record of 11½ days beating the previous record by 1½ days. The Alpha pilot was critical to my success. I have used other self steering systems but nothing offers the speed or performance of the Alpha pilot."

Dan Byrne - Valiant 40 "I am happy to report to you that the Alpha Autopilot performed flawlessly for the entire BOC round the World Race. I am in awe of your device. It functioned continuously for thousands of miles without faltering, with barely discernible power drain and with sufficient muscle to handle Fantasy in gales of 60 knots gusting to 70."

Hal Roth - Santa Cruz 50 "My Alpha auto-pilot steered eighty percent of the time during my 27,597 mile BOC Round the World Race. The Alpha pilot was excellent in light following winds and the Alpha was also good in heavy weather and steered my ultra light Santa Cruz 50 on the day I logged 240 miles under three reefs and a small headsail. Just past Cape Horn I got into a severe gale and nasty tidal overfalls: again the Alpha saw me through that terrible day. Like Dan Byrne in an earlier race, I stand in awe of the performance of your autopilot. Not only were it's operation and dependability flawless, but the power demands were minimal."



A World Class Product Built In The U.S.A.

Alpha Marine Systems Inc. 996 Hanson Court Milpitas, CA 95035 (800) 257-4225 (408) 945-1155 FAX: (408) 945-1157

LA PAZ



THE "REEL" BAJA

S L I P S

\$4.25

Per foot/per month
(plus tax)

MARINA PALMIRA

Proudly announces its 1992 expansion with 110 new full service slips.

Pre-Paid leases for 5 years, offer the savings you were looking for!

Call : - 011-52-682-539-59 (Mr. Gil)

Fax : - 011-52-682-562-42

Mail : - P.O. Box #34

**LA PAZ, BAJA CALIFORNIA SUR
MEXICO**

Foldit™

The Collapsible Cart
That's Big on Hauling—
Small on Storage!

FOR BOAT AND HOME

- No Rust
- Aluminum - Stainless Construction
- Lightweight
- Made In U.S.A.



For a free brochure please contact:

Foldit

Dept. NWY

Tipke Manufacturing Co., Inc.

321 N. Helena St., Spokane, WA 99202

(509) 534-5336 Fax (509) 534-7780

**SAN DIEGO
CRUISER'S
SPECIAL**

Less than 40': \$295 flat fee + elec.
40' plus: \$350 flat fee + elec.
Key deposit: \$20
Elec. deposit: \$20

Cruiser Special limited to
30 days stay.

- Beautiful Parklike Setting
- Clean Restrooms/Shower
- Laundry Room, Pool and Spa
- Deli and Dinnerhouse Restaurant
- Security and Locked Gate Access
- Free Pump Out
- State of The Art Boat Yard Next Door
- On-site Public Transportation Pick-up

**CHULA VISTA MARINA
619/691-1860**



CLASSY CLASSIFIEDS

Ads taken through the mail or in person only.

Sorry, no ads accepted over the telephone or FAX.

Money must accompany ad.

No Classified billing.

Check, cash or Money Order - No Credit Cards.

To re-run an ad, simply send in a copy of the ad with your payment by the 18th of the month prior to publication.

PERSONAL ADS

1-40 Words: \$20

41-80 Words: \$40

81-120 Words: \$60

*Personal Property;
Non-Profit; Help Wanted*
Please no business ads.

BUSINESS ADS

(3 1/2" x 5/8" boxes at bottom of page)

\$45 for 40 Words Max.

*Charters; Services;
Brokers; Real Estate*
1 Boat per Broker

Camera ready art ok - no photos/reversals

DEADLINE:

18th of the month prior to publication, even if it falls on a weekend and/or holiday.

Sorry, but due to a tight deadline, we cannot accept changes or cancellations after submitting ad.

Individual Issue Orders:

Current issue w/classy ads = \$3.00.

Current issue (no ad) = \$5.00.

Back Issues = \$7.00.

Mail To:

LATITUDE 38

P.O. Box 1678, Sausalito, CA 94966

Attn: Classified Dept.

Or Deliver To:

15 Locust, Mill Valley, CA 94941

DINGHIES, LIFERAFTS AND ROWBOATS

FATTY KNEES 7 FT. Sailing and rowing dink. Like new. Garage kept since new. Complete w/sail and oars. \$835. (510) 820-4014.

LIFERAFT. 20-man in cannister. Lightly used. \$4,750 b/o. For details, call Bill (510) 865-5220.

15' HARD BOTTOM INFLATABLE. 50 hp Johnson with console steering, bimini top & custom boat cover, depth/temp/speed/log gauge, teak dive tank racks & trolling motor transom, integral fuel tank & built-in seat/stowage, anchor locker with anchor & rode, galvanized trailer. 1989 model, purchased July 1990. Like new. Very low time. \$13,000+ invested. Asking \$9,500/offer/trade. (510) 736-4066.

AVON 9-FT. REDCREST, 4-6 Persons inflatable, used very little, A-1 shape, with pump \$500, Cole stove \$30, EPIRB \$200, RDF \$30 also misc. sails and gear. (510) 838-8842.

ROWING DORY, 12-FT "Aeolus" wooden dory, sliding seat, spoonbill oars, new canvas cover, \$1,000. Also fiberglass El Toro sailboat, \$500. Call (510) 521-3364.

KAWASAKI JET-MATE The perfect Delta tender, 10' x 5', 55 hp inboard, 3 passenger (or 500 lbs), 30 mph, incredibly stable, safe, thrilling ride, joystick maneuverability, like new, many extras, trailer included. \$4,800. (415) 593-4371.

METZELER 4 PERSON INFLATABLE model-tender I, 10'6" capacity-880 lbs, max hp 6, wgt w/o accessories 60 lbs, includes oars, transom, pump, seat. \$250. Call anytime, (415) 349-8011.

505, 16-FT. Racing dinghy w/trailer, fiberglass w/teak deck. Extra sails and center board \$2,750 b/o. Also Avon Redcrest 4 man inflatable w/two piece oars. \$500. (510) 521-3067.

SAILS NEW, USED ONCE. Genoa/jib, Dacron w/windows, luff 10'6" leach 10'6", foot 7'9", \$95. Main red and white striped Dacron w/windows for slot-mast and boom luff 13'5", leach 15'5", foot 7'4", \$95 w/bag. 472-3075.

10-FT METZER SPORTBOAT DINGHY, virtually new, never registered. Perfect for cruising, inflatable floor, electric w/o hard transom, 8 hp with. Over \$1,600 new, \$800 b/o. Call 365-1349 (h), 691-3386 (w).

7-FT FATTY KNEES SAILING DINGHY, hardwood oars, mast, boom, new sail, all rigging, hardwood centerboard and plug, boats complete and in excellent condition. \$700, call Ron at (510) 436-2815.

24 FEET & UNDER

O'DAY 222, 1988. Schoal draft w/centerboard, freshly rigged for single handling, furler, porta potti, kick-up rudder, custom trailer, snap to launch. Lots more. Our new boat is here. \$9,750 or trade for car. (916) 482-4458.

1974 SEARAY CUDDY cabin 22'. Completely refurbished, new upholstery/carpets, new rebuilt lower unit, Mercruiser, new rebuilt trailer. Single owner, great family boat. Full canvas. Appraised \$10,000. Low hours. Asking \$8,900 b/o. (916) 823-9372.

YANKEE DOLPHIN 24-FT by Sparkman & Stephens. In excellent condition, must see. Call for more info. (510) 933-2344.

CAL 20, decent, new keel bolts, interior re-done, opening forward hatch. \$1,200. Lv msg, Jack. (415) 773-3980. See at Mariner Sq, Alameda.

O'DAY 22, 1976. New sails. VHF, knot, 6 o/b and trailer. Great boat! \$2,450. (707) 765-0648.

JUST FOR FUN. Cal 20 #4023-1961. New rudder and tiller plus all the basics. \$2,000. Call Chris 567-8880.

21-FT AURORA, 1966. Fiberglass, sleeps 2, fixed keel, self-bailing cockpit. Seagull 3 hp o/b. Berthed at Pete's Harbor, Redwood City. \$1,995. (408) 247-3169.

HOLDER 14 W/TRAILER. Jib, main, mast, boom in fine condition. Hull has no dings or repairs. Tough, unsinkable day sailer. Trailer alone worth half asking price. Back-to-school sale \$2,000. (408) 425-5655. Timothy.

19' CAPE DORY "TYPHOON" with trailer. Excellent condition. Quality pocket cruiser with outboard, spinnaker, new cushions, paint. Compass, anchors, marine head. Perfect for trailering to Mexico or local sailing. Very seaworthy. \$5,500 b/o. Call evenings (805) 595-9451.

24-FT COLUMBIA MKII full keel Bay cruising sloop. 7.5 longshaft Evinrude, VHF, depth sounder, lifelines, anchor, warm mahogany interior, 5'9" headroom, sleeps 4, head, galley, motivated seller w/2 boats, will consider trades. \$6,000. Call (510) 487-0600 (days), (510) 523-4628 (eves).

20-FT O'DAY sailboat w/trailer. Both excellent condition. Sleeps 4 comfortably. 4 hp Evinrude o/b. Full electrical, galley. Great boat for camping with family. Very stable, safe and roomy, loads of storage. Many extras. \$3,500 b/o. (707) 252-6425.

CATALINA 22. Trailer, motor, spinnaker, 3 jibs 2 mains, DS, KM, VHF and much more. Good condition. \$3,150. (510) 846-7153.

MERIT 23 WING KEEL with trailer. Excellent condition. Only sailed 5 times. Always dry-docked. 3 sails. Complete spinnaker gear. Slow-away galley with sink. Roomy V-berth & dinette. Great Bay or trailerable boat. Like new. Only \$6,900. (510) 769-1628.

RANGER 23, 1976. Well equipped, seven bags of sails. Superb condition. Tabernacle mast, 6 hp Johnson o/b. No blisters. Don't miss this one. (415) 964-4862. \$6,300 o/b.

NEWPORT 20. Berkeley berth. Fast, weatherly, stiff, and ready to sail. Recently replaced sails. Good for overnight sails with two cabins and head. Outboard, VHF, battery charger, two-person inflatable. \$3,000. (415) 738-0355.

GREAT SAILING BOAT FOR BAY, lakes or Mexico. 1972 Catalina 22 with customized Vanson trailer. Great shape, good sails, swing keel, Honda 20 4 cycle o/b. VHF radio, sleeps 5, bow/stern pulpit, teak hatch, swim ladder, curtains, extras. \$3,495 b/o. (707) 823-9315.

SANTANA 22 W/TRAILER Hull #29, low mi. D/S, o/b, compass, six sails. Recent rigging, tires, brakes. Terrific, pretty, fast little boat. Currently berthed. \$4,700. (707) 576-0519.

CORONADO 23, 1974. All new rigging in '91. New bottom paint in '92. 10 hp Honda o/b. Genoa, sleeps 4, handheld VHF. Great day sailer. Berthed in San Rafael. \$2,800. Sam, (415) 459-2371.

JACK MACKINNON
ACCREDITED MARINE SURVEYOR

MARINE SURVEYOR, APPRAISER (510) 276-4351

NOR-CAL COMPASS ADJUSTING

Magneto™ System Exclusively

1. Boat Remains in Berth
2. Owner's Presence Not Necessary
3. Eliminate Deviation

Dick Loomis

(415) 453-3923 days or eves.

TRADITIONAL DESIGNS FOR SAIL AND OAR

Quality Wood Construction - Built to Order
Day sailers, Yacht Tenders, and Prams
Gordy Nash's Whitehalls and Dories

STEVE NAJJAR, BOATBUILDER

(415) 323-3887 • 856-6209



BOAT LETTERING

Beautiful, long lasting & reasonably priced.
Call for our convenient order form.

(510) 452-3608

MOORE 24 SC, 1984. Cabin model with trailer. Both excellent. New 3.5 Nissan o/b, fortress anchor, battery, solar panel, etc. 3 jibs, main & spinnaker. Harken roller furling. Fast, fun boat. Not one better around. \$14,500. (707) 884-4136.

ISLANDER BAHAMA 24. New VHF, battery & sailcover. 6 hp o/b. \$2,000. Call Greg 331-3848.

NEPTUNE 24. Dual axle trailer, power winch, rollers, new brakes, 7.5 Honda, speed/log, depth, compass, stove, porta-potti, 2 sinks, 2 ice box, Halyards aft, cruising spinnaker, bow/stern pulpit, lifelines, bimini, cockpit cushions, custom interior, extras. \$10,500. (415) 494-1654 (d), Kevin.

SAN FRANCISCO BAY PELICAN, 12-FT sailing dory-pram. Standing lug rig with main and jib. Fiberglass hull. Trailer included. \$700. Call (510) 489-7644.

HOBIE 16. Good condition. Comes with dual traps, multicolored sails, trailer w/gear and sail boxes, 2 life jackets, and all the extras for great fun. Asking \$1,600. Call Sean (510) 653-8226.

'69 CAL 2-24. Inboard motor, VHF, 2 anchors, 3 sails, 2 batteries. Good condition. \$5,500. (415) 341-0726.

CATALINA 22, 1976. 7.5 hp Honda, pop-top cabin, swing keel, trailer. Includes working sails, sail covers/bags, full-length cockpit cushions, depthsounder, Danforth anchor, jiffy reefing, extra flotation, plus lots more. In good condition for a reasonable \$4,500. Call Vince (408) 945-8921.

MONTGOMERY 15 POCKET CRUISER, 1988. Excellent condition. 2.2 hp Mercury like new, main and jib. Porta-potti. Cruised in San Juans and S.F. Bay. Trailer. \$5,500. (415) 750-1245 (h) or (415) 973-2286.

CAL 20, 1967. Hull #1055. Good condition, including new 4 hp Evinrude o/b longshaft, 3 sets sails, including Pineapple main & jib. VHF radio, safety equipment, porta-potti. \$1,800 b/o. Must sell! (510) 521-0618.

SNIPER AND 470. Chubasco Snipe - xint condition, trailer, Firestyx mast. \$2,100 b/o (don't be shy). Vanguard 470, Proctor Epsicon, trailer, still fast. B/O takes it. Both boats have an abundance of sails, 1 yr. old. (209) 523-1455.

18-FT HERRESHOFF CAT BOAT. Sleeps 2. Great fun on Tomales Bay. \$7,000. Call (415) 663-1076.

13-FT FLYING JUNIOR (FJ). Vanguard built, includes trailer, boat cover, 5 sails plus 2 spinnakers, extras lines, hardware and equipment, paddle, race rigged, fast and fun, top condition. \$990. (510) 548-3730.

MONTGOMERY 17-FT, 1979 pocket cruiser. Like new condition. Rarely sailed. Three excellent sails. 4 hp Evinrude custom trailer with new tires, bearings tongue extension & jack. Much more. \$7,500 b/o. (510) 846-3941.

1962 COLUMBIA 24-FT. Hand laid fiberglass, full keel, aluminum spars, stainless steel mast step. Weathertight ports 4 hp Evinrude. Electrical system. Good working sails with slab reef main plus storm jib. San Francisco Marina Green berth (Gas House Cove). \$3,950. (510) 832-5556.

ISLANDER 21. Clean w/4 hp Johnson. \$2,200. Owner finance (415) 468-4423.

ERICSON 23. New standing rigging, KM, compass, sink, head, fair main and jib. Berkeley berth. \$2,300 b/o. Leave message, Christopher Kunnen. (510) 548-4688, ext.#329.

17-FT NORDICA. Double-ended keelboat, shallow-draft full keel, self-bailing cockpit, very stiff and dry, cabin berths 2, main jib and genoa, upgraded hardware, Cruise n' Carry o/b, trailer. \$2,500 b/o. (415) 453-6577 (eves).

KIWI 24, Ron Holland 1/4 ton '74. 8+ sails, Micron 33 bottom, masthead rig with headfoil, tandem axle trailer. Fast and dry. Needs rudder. Great offshore boat. Paid \$6,000. Must sell. \$3,300. (707) 427-1185.

CATALINA 22, 1976. Fixed keel. Main sail, 110 jib, mast, boom, rigging, sailcover, Mercury 9.9 elec/alt. All two years old. Lines led aft, etc. \$3,995. (415) 637-1644 (eves).

MOORE 24, 1974, w/trailer exc. condition, 9 sails, 4 hp o/b, VHF, safety gear, many upgrades, extras. Do you want the best? Or don't you like adrenaline? \$7,550 buys it. Avon 8-ft exc. complete, \$425. Marc (510) 532-5425.

17-FT HARPOON 5.2 sailboat mfg. by Boston Whaler. Hull is lightweight unsinkable, double hull foam core whaler type construction. Equipment includes Hood sails including spinnaker, Harken fittings, detachable cuddy cabin, 4 hp Johnson, trailer. Refurbished winter '91, excellent condition. \$3,000. (510) 254-7658.

VENTURE 21 SLOOP. Swing keel, 3 sails, tilt trailer, o/b, sleeps 4. Sail at Tahoe, the Delta or the Bay. Easy boat for someone who likes to sail in different places on the weekend. \$1,600. (209) 333-9200, Stockton.

CATALINA 22, complete w/trailer, 6 hp Evinrude, Oakland berth. Full instruments, sail away, lots of extras, excellent condition. \$4,250 b/o. Call (510) 672-2062.

CAL 20, TRAILER, 6 hp Evinrude, solar electric system, & accessories. Great for lake or bay sailing. Clean, fresh water sailed. \$3,000. (916) 823-6867.

1968 ERICSON 23. Jib, genoa, new main, lines aft, o/b, head, sleeps 4. New rigging, through-hulls, keelbolts, upholstery. Excellent cowling for dry bay sailing. You're in shirtsleeves when Cal 20s wear foulies. \$3,000 b/o. Laser similar in trade. (415) 381-9432.

CAL 20 W/HIGHWAY TRAILER. Sail #1931. Very good condition, race rigged, all equipment plus extras. Main & jib like new, o/b, boat at SFYC Belvedere. Owner moved out of town, anxious to sell. Call Hilly Stong (415) 435-0625.

CLASSIC NORWEGIAN MOTORSAILER, 22' Aux. sloop, lapstrake oak, full keel, teak/mahog. deckhouse, steering inside & out! Volvo diesel, dbl. berth, marine head, stove, VHF, depth, sails & covers, awning, cushions & full cover. Real headturner. Exc. cond. \$8,000. (415) 331-6199.

INTERNATIONAL 505, 16.5-FT full race, spinnaker with inboard deployment tube, trapeze's, many performance extras. Professional quality, F/G hull, teak deck, mahog. trim, Ind. trailer and extra sails. \$1,250 b/o. Boat in Montclair, Oakland. Call (415) 339-1966 or (702) 831-6415.

J-24s. Put your yacht to work. Olympic Circle Sailing Club needs J's for lessons and charter. Call Anthony for details, (510) 843-4200.

SANTANA 22, trailrite trailer, DF, compass, porta-potti, running lights, 2 jibs, 2 mains, 6 hp Johnson, anchor, propane burner, rigged for single handed operations. On lake Tahoe for 8 years. Call Bob, (702) 588-4899. \$3,900.

CATALINA 22, good condition. Kitchenette, porta-potti, trailer, swing keel, many extras. \$3,500. (707) 887-1631.

16-FT HOBIE, good multi color sails, no tramp, no rudders, \$450, Fiberglass kayak, not painted. \$60. Fiberglass El Toro hull and mast only, \$60. (510) 471-5770 (lv msg).

22-FT OLYMPIC CLASS Tempest w/trailer, spinnaker, 2 sets of sails. Good condition. \$1,800 b/o. (510) 451-9270.

AUQUARIUS 2-23, sloop, 7.5 hp Honda (1984), 100, 150, spinnaker pole. Roomy cabin with 5 berths, freshly varnished mahogany trim (below decks), new foam, upholstery and carpet. Galley: sink, alcohol stove. New head. Very nice. \$3,950. (415) 543-2650 (dys), (415) 668-5456 (eves).

1977 RANGER 23 \$4,700. (510) 769-1251.

J-24, 1980. Great looking, race ready. Faired keel, dry sailed, new o/b motor. Good sails, trailer & gear included. \$11,000. (415) 592-8018.

22-FT, 1985 MacGREGOR. 7 1/2 hp Honda, 150 genoa, VHF, autohelm, depth finder, porta-potti, trailer. Fully equipped. \$6,500. (510) 278-8386.

SANTANA 22. Lotsa goodies, lotsa sails, lotsa fun. Good condition. Alameda berth. 5 hp Chrysler o/b. \$2,500. G. Ackerman (510) 522-5764 (hm), (510) 486-5011 (wk).

J-24. Well maintained, East coast built 1984. 2 suits of sails, 6 hp o/b. \$10,000. (510) 531-4353.

25 TO 28 FEET

26-FT PEARSON ARIEL. Winner of Ariel Class Association 1987 Season Championship. An excellent, seaworthy cruiser for Coastal and Bay sailing. Almost new o/b Evinrude 6. All electric Nav & cabin lights. Knotmeter. Heads. Many extras. Hull excellent. Hauled 4/92. New sails, reefing and extra jibs and main. Clean and ready to go. \$4,200 b/o. (415) 332-3343.

28-FT PEARSON, 1986. Assume loan of 35k pmt's of \$500/mo. Nothing down. Top condition. Great Bay cruiser w/Sausalito berth. Fully equipped, wheel steering, diesel, 3 sails, dodger, full electronics, sleeps 6, H/C water & shower. Ron (415) 331-8366.

25-FT WOOD FOLKBOAT In excellent condition, equipped with 6 hp o/b, professionally stripped and refinished recently, custom cover, fiberglass deck, Sausalito berth, must sacrifice. \$3,900 b/o. (702) 831-8278.

SOVEREIGN-28, 1984. Cutter rigged, excellent sails, solar panels, 2 anchors, rebuilt engine (7/91), bottom (7/91), BBQ, propane stove/oven, large aft stateroom, 6-ft headroom, great Bay boat for single liveaboard, can be trailered. \$10,000. Call Mark (415) 983-1808.

CATALINA 27, excellent condition, 6"1" headroom, inboard diesel 1989, 3 sails, dodger, recent bottom paint & survey. VHF, Depth, speed & stereo. Berthed in San Rafael. \$8,000 b/o. Call 383-8730.

1980 27-FT CANADIAN SAILCRAFT (CS 27) Roller furling jib, tiller 1 cyl. Yanmar diesel (10 hp), good cond. \$13,000 relocating inland. Berthed at Emery Cove Marina. (510) 235-0163.

NEWPORT 28 MKII, 1981. Excellent Bay and Delta cruiser. Universal diesel, VHF, Signet 1000 depth/speed/log, Navik autopilot, 110 shorepower, cockpit cushions and shade cloth awnings, deluxe teak interior. \$16,000. (916) 481-0982.

26-FT CHEOY LEE FRISCO FLYER. A classic. Has been restored to near original. Teak hull in cherry condition. Full keel, new radio, DS & microwave oven. Excellent rough water boat. \$8,900. Call Steve (805) 834-6484.

CAL 2-27. Excellent condition, great racing class. Custom teak interior, new bottom, gas tank & survey July 1991. Atomic 4, VHF, stereo, knotmeter, depthfinder, Lewmar 40 winches & more! Enjoyed by one family. \$14,900. Call Kathy (510) 521-0581.

ISLANDER 28, 1981. Yanmar diesel, main, 3 jibs, Genaker, roller furling, self-tailing winches, DS, KM, VHF, Loran, am/fm cassette, teak interior. This is a great boat. \$19,500. Call Randy (510) 655-1900 (days) (510) 530-5220 (eves).

NEWPORT 28, 1974. New bottom paint mast heads & stainless fuel tank. Full sail inventory, Atomic 4, dual batteries, stereo. VHF, depth, knotmeter. Galley w/sink, ice box. Alcohol stove. Inflatable dinghy, fun boat, clean and well maintained. (415) 863-4757.

CAPE FOULWEATHER 25-FT, 1975. 145, 135, 120, 90, 7/8 rig full keel, 9.8 hp Merc., VHF, \$6,500. Yenshee 23-ft, 1960, glass/plv, 7.5 hp o/b, 3/4 rig full keel, \$2,000 or trade both for larger boat. (415) 780-9313.

FRANK SAYRE - SHIPS CARPENTER

Specializing in dry rot repair, restoration, interior design
Reasonable rates • References • Reliable
18 Years Experience Serving the Bay Area
(415) 383-4407

DELIVERIES

Power or sail. Worldwide-Local.
U.S.C.G. Licensed Master - 100 tons.
40 years experience. Reasonable rates.
(510) 234-2152

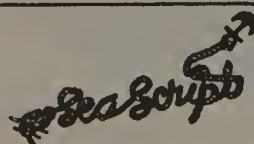
KENT PARKER

MARINE SURVEYOR

Conditional Surveys, Trip Surveys, Casualty and Damage Reports, Mast and Rigging Surveys
P.O. Box 2604, San Rafael, CA
(415) 457-5312, Pager (415) 491-3843

BOAT GRAPHICS WITH PERSONALITY!

In pressure sensitive adhesive vinyl/mylar.
From the simplest to the most elaborate we do it your way!
And you can afford it.
SeaScript (510) 651-7326.



SUN 27, 1977 Step on and go. This very clean boat has everything, roller furling (2 jibs), fully battened North main, Harken traveler, 2 sets of winches (2 speed, all chrome, self tailing), all lines lead aft, wheel, knot, depth, Yanmar diesel, new lifelines, new standing rigging, 2 new batteries, VHF, new pump-a-head, new water pumps in galley and head, new 20 gallon water tank, new electrical panel, all wood interior. Pride of ownership throughout. \$18,000. Call (707) 838-6964.

O'DAY 27, 1976. Excellent condition, 4 sails, VHF, stereo, Atomic 4, KM, DS, head, stove, icebox, strobe light, wind point, compass, teak interior, teakwood covers. Very comfortable, approved safety equipment. \$10,900 b/o. Terms considered. (707) 253-8992.

RANGER 26. Excellent condition and ready to sail. 7.5 hp Honda, teak interior, Autohelm, compass, depthfinder, VHF, knotmeter microwave and stove. Many extras. Redwood City berth. Fun and fast. \$7,500 b/o. (415) 851-5453 (lv msg).

YAMAHA 25, 1978. Excellent condition. Spinnaker & pole, 145, 125 & new 90% jibs. Yanmar diesel. Loran, VHF, Interphase depth & knot. \$11,500 b/o. Call Cliff (408) 758-9264 (days), Hollis (408) 757-4623 (eves).

WESTSAIL 28. Excellent condition "Pocket Cruiser". Diesel, autohelm, VHF, Loran, knot, depth. New interior, galley & upholstery in 1992. \$31,000. Owner may carry. (805) 984-4355.

1983 NEWPORT 28 MKII. Meticulously maintained. Immaculate condition throughout. Universal diesel, pedestal steering, autopilot, VHS, depthsounder, knotmeter, 2 jibs, Harken furling, dodger, compass, many extras. Used but not abused. \$20,000. (707) 746-0485.

MACGREGOR 26, 1989. Custom rigging, Harken Traveler, Boomvang, Jiffy reefing, Backstay adjuster, all controls lead aft. Main, jib, genoa, spinnaker, sail covers, VHF, Signet instruments, stove, head, trailer w/brakes, boarding ladder, Honda 9.9 and more. Dry sailed. \$11,990. Call (916) 268-1076 (eves).

25-FT FLEUR BLEUE, 1958. New paint and varnish. Galley with alcohol stove and sink, porta-potti, sleeps 3. New 12v electrical system, compass, anchor, etc. Very pretty, very fast day sailor or weekender. \$2,000. (510) 254-4064.

CATALINA 27, 1971. Excellent condition, 6 sails, lines to cockpit, 6 hp o/b. Sturdy custom dinette and galley, CNG, RDF, VHF, dinghy, ladder and much more. Upwind Berkeley berth. Asking \$7,000. (510) 372-8390 (hm), (510) 686-5113 (msg).

CATALINA 27, 1977. Atomic 4, wheel steering, engine gauges w/tach dual batteries, depthfinder, compass, stereo, MSD, traditional interior, full pulpits, roller furling, Harken traveler, new mainsail, 4 winches, 110 jib, stormsail fixed keel, recent haulout. Seller motivated \$10,500. Call (510) 516-0341 (eves).

CATALINA 25-FT, 1983. Excellent condition, swing keel, 9.9 Mercury o/b, VHF, porta-potti, new upholstery, pop-top tent, custom tandem axle trailer w/surge brakes. \$10,500 b/o. (510) 634-2443.

SANTANA 27, '73 ATOMIC 4 new standing rigging, new tapered mast, 2 mains. 95%, 155% + club jib, spinnaker, lines led aft. 6 winches all necessary equipment, KM, VHF, RDF, galley, oven/stove. Sleeps 6. \$9,500 b/o. (510) 865-2573.

NORDIC FOLKBOAT, DENMARK "WOODIE" New sails (3), 1991, all Harken blocks, compass, KM, 5 hp o/b new. Bottom, topsides, deck (92). Very well cared for. Nice racer/cruiser. \$5,500. + new 4 hp Evinrude (under warranty) \$700. + Nissan 8 hp (1988) \$600. (510) 865-7009.

25-FT LANCER. Good condition. Has been my cozy home for over a year, but it's time to move. \$4,500. Call for details. (415) 753-8576.

MUST SELL! C&C 25-FT. Race or cruise. 3 jibs, 2 spinnakers, VHF, KM, 7.5 Merc o/b, headfoil and lots more. S.F. berth. \$8,000 b/o. Call Lane (415) 726-7421.

FOR SALE OR TRADE 26-ft Columbia, 7.5 Honda o/b, good shape, Jack London Square berth, self tending jib. \$7,000 or trade for trailer type boat, motor or sail or motor home or ? Can teach to sail. Mike (209) 869-3215.

1980 CATALINA 27-FT Full keel, 4 cyl. gas inboard. Very good condition. Hauled & surveyed 8-89. KM, DS, marine radio, marine head, North sails. Berthed in Emeryville. Asking \$14,000. Make offer. Call Greg after 6pm. (916) 684-1775 or lv msg.

CAL 2-27, 1978. Teak interior, Atomic 4, North sails, roller furling, KM, compass, DS, VHF, Loran, battery charger. Half Moon Bay berth. \$16,000. (415) 726-1448.

CAL 28, 1964. Clean, well-kept. VHF, Yanmar diesel, 4 sails, depthsounder. Great Bay or Delta boat. Sleeps 6. Must sell soon. \$8,000. (510) 439-2003.

NEWPORT 28II, 1985. Fast and seaworthy. Diesel, Sobstad sails, epoxy bottom, autohelm, pedestal steering, bimini, dinghy, electronics, shore power. Illness forces sale. \$20,000. Call (707) 745-8627.

HUNTER 28.5 FT, 1985. Roomy, comfortable cruiser, wheel, Yanmar diesel, VHF, duel batteries, shore power, H/C water pressure & more. Great weekend Bay boat. Located in Reno, Nevada on brand new trailer. \$31,200 w/trailer. (702) 358-2922, (702) 829-7143 (eves).

MISTRESS NEEDS NEW HOME. Back injury ends 12 year romance with Santa Cruz 27 trailerable sailboat. Trim, slim, fast and agile. Self-tailing winches, center point mast hinge, 9 sails, outboard engine, trailer. \$9,600. John at 258-0616.

27-FT US YACHT, 1981. Volvo diesel, pedestal wheel with compass, cruising spinnaker, DS, KM fishfinder, VHF, stereo, H/C pressure water, roomy interior. San Leandro berth. \$13,900. Call (408) 749-8339.

MERIT 25, 1983. Excellent condition. 90, 100, 150, two spinnakers, trailer. \$10,900. Bob (916) 678-5533 (dys), (916) 678-4483 (eves).

PEARSON TRITON 28'6" Sturdy Bay and Coastal cruiser. Fractional rig, two mains, spinnaker, working jib, genoa, VHF, mast head navigation lights, KM, two anchors, dependable Atomic four, Alameda berth. \$7,000. (408) 457-1315.

CATALINA 27, 1981. Diesel, roller furling, VHF, wind, depth, knot, shore power, battery charger, 2 anchors, AM/FM stereo tape. Transferable Coyote Point berth. Clean boat in good shape. Asking \$15,500 days (415) 513-1542.

CAL 25, 1967. Great starter boat, 5 sails, spinnaker, almost new Nissan 8 hp o/b, new battery, new rigging, VHF radio, sleeps 4, Alameda berth. \$3,300. (415) 493-8099 (eves).

25-FT GAFF CUTTER. Custom made, wood & glass, hard chine, bow sprit. Good sails, sail cover, exc. 9.9 o/b, compass, depth, lights, stove, sink, sleeps 4, roomy for its size, extras. San Leandro berth. \$7,500. (415) 948-5874.

CORONADO 25, 1970. Very good Bay boat, day sailed mostly. 5 sails, 1984 Evinrude 6 hp o/b, KM, DS, compass, fire extinguisher, barient #16s, bow and stern pulpits with lifelines, 2 Danforth anchors & rode. Asking \$6,500. (415) 587-3589 (lv msg).

NEWPORT 28, 1981. \$13,500. Original owner, excellent condition. Depthsounder, compass, VHF, Loran C, 3 headsails, alcohol stove, auxiliary 11 hp inboard diesel. Shirley (510) 741-8008.

STONEHORSE 28-FT. Crocker designed, full keel cutter, Edey & Duff built 1977, Airex cored glass, low hours Universal diesel, fully equipped, Loran, VHF, 5 sails. Traditional looks. Excellent bay and delta sailor. \$12,000. (510) 841-7379 (eves).

BUCCANEER 25 w/15 hp Evinrude electric start. \$3,900. Owner finance. (415) 468-4423.

MacGREGOR 25 w/4.5 hp Evinrude, DS, VHF. \$4,500. Owner finance. (415) 468-4423.

SANTA CRUZ 27. 10 bags sails, trailer, VHF, KM. Hull #132. \$11,500 b/o. Scott (408) 423-7795.

ISLANDER 26, 1977. Priced to sell w/o engine. Needs bottom paint. \$6,500. Santa Cruz Harbor. (408) 496-4169.

BALBOA 27, 1979. Epoxy bottom, Loran, KM, DS, VHF and more. Mexico, Florida and San Juan vet, with trailer. \$17,000 b/o. (415) 244-9290.

TARTAN 27. Great Bay and Delta boat. Yanmar diesel, autopilot, diesel heater, new main and 110% jib, clubfooted jib, 150% jib, spinnaker, VHF, DS. \$8,900 b/o. (415) 456-6832.

26-FT COLUMBIA MKII. Completely new mast and rigging. Extra clean inside and out. Three sails, VHF, DS, new compass, 6 hp Johnson, gas tanks, battery/charger, anchor/chain. Dinette, galley, toilet/holding tank, custom boatcover and shower. Santa Barbara location. \$5,750. (510) 233-0609.

EXCALIBUR 26, 1967. Spinnaker, VHF, 6 hp Evinrude. Fresh bottom job. Pressure water. \$4,700. (510) 865-3488.

27-FT FRENCH JOUET, F/G sloop, ocean cruiser, singlehanded to Hawaii and back. Monitor self steering, mast steps. Easy to sail, comfortable, tough. \$12,500. (415) 331-0910.

OLSON 25, HULL #56. White with blue/red stripe racing & cruising pkg. 10 bags of sails, KM, sailcomp, Loran, VHF radio, ground tackle, safety gear, Suzuki o/b and many extras. Boat in excellent condition. Job forces move to dry New Mexico. \$18,000. (805) 966-7575 (eves or lv msg).

ERICSON 27, 1977. Atomic 4, wheel steering, main & 2 jibs, 2-speed barients, depthsounder, VHF, full headroom, sleeps 5, cockpit cushions, Delta awning, a good all-purpose cruiser/racer. Berthed in San Rafael. \$13,000. (415) 388-2292.

26-FT HARASTY SLOOP, 1980. Strip planked Port Orford cedar, lead ballast, Volvo 15 hp, two anchors on bowsprit, Navick, VHF, stereo, dodger, cockpit cover, full cover, inflatable, propane, much more. A lovely contemporary classic. \$15,900. Health forces sale. (707) 938-4328.

THUNDERBIRD 26-FT, 1965. Pristine, wood/fiberglass. Invested \$15,000 restoring. All new rigging, 3 new sails/sailcovers, new boom, new Evinrude 8 hp, new battery, mahogany, teak. Hauled Oct., freshly painted bottom, records. Bought Beneteau 45F5. Reduced to \$6,900 b/o. (415) 327-4665.

ERICSON 27. Strong Atomic 4. Autohelm 1000 with windvane. 3 good anchors including Bruce on roller. Main, jib, genoa. Good brightwork with covers. Surveyed well '91. Not butchered up. \$10,000 b/o. (408) 737-5617 (dys), (408) 578-4483 (eves).

HAWKFARM 28. Fast, competitive, and durable. This bay classic was built to provide everlasting fun. Boat, motor and sails in excellent condition. \$16,000 b/o. (707) 257-3577.

ERICSON 25, 1969. If you're looking for a boat this size and want a great deal, don't pass this one up. New epoxy, bottom paint May 92. Sleeps 5. Enclosed head, holding tanks. \$4,500 b/o. Bob (510) 443-5726.

CATALINA 27, 1979. Free lessons. Good starter boat. Evinrude 9.9. Two self-tacking jibs, main & storm, lines to cockpit, whisker & spinnaker poles, VHF, DS, KM, bottom 1992. Fresh water, one owner. \$9,800 b/o. (209) 369-3283.

CATALINA 27, 1981. Diesel inboard, DF, VHF, KM, new rigging. Auto bilge, shore power, battery charger, whisker pole. Slip at S. Beach Harbor. \$17,500. (408) 354-2357.

SANTA CRUZ 27. Fast is fun. Storm jib, 110%, 130%, 3-150% incl mylar, 4 spinnakers. Sails are in good condition. 7 1/2 hp Evinrude long shafts, trailer. \$11,500. Call Gene (916) 668-5585 (dys) or (916) 662-8001 (eves).

1992 NOR'SEA 27. Brand new. Never launched. Aft cabin version. Loaded, includes 3 axle trailer with electric winch. Equipment list upon request. \$89,500 b/o. (510) 933-9595, (707) 935-1098 (eves).

27-FT DUFOUR, 1972

European quality, I/B Volvo diesel, 5 sails, VHF, compass, new knot/depth meter, self contained head, butane gimbaled stove, single handed rigged, stiff ocean boat, Great for touring the islands. Located Ventura West Marina. Price \$10,500 • (209) 276-7767 • Home (209) 661-1266.



OWL HARBOR MARINA

240 Berths, Showers, Laundry, Ice, Storage, FUNI BBQs and Dinghy Races
(916) 777-6055

1550 W. TWITCHELL ISLAND RD., ISLETON, CA 95641

MARINE DIESEL ENGINE SEMINAR

Learn how to operate, maintain, and repair your diesel engine. Get hands-on experience adjusting valves, timing an engine, bleeding the fuel system, diagnosing problems and making repairs. Programs held on Saturdays. For more information, phone Technical Education Institute, (415) 233-3623



PETER KAHL-ARQUES SHIPYARD • SAUSALITO
332-6608

1979 ISLANDER 28. New, wheel, rigging, furling jib, KM, depth. Volvo diesel, lots more. Looks great, sails great, going to Europe, b/o. Can help with financing. 332-1616.

CATALINA 27, 1983. Excellent condition, dinette model, Atomic 4, wheel steering, furler jib, CNG, new batteries, charger, new custom cushions, vang, electric bilge, macerator, 2 anchors. You will not find a nicer one. \$15,000. Call Mike (916) 366-2873 (days), (916) 354-2852 (eves).

27-FT FEATHER SLOOP. Mahogany on oak, canoe stern, cuddy cabin, 6'6" beam, trailer & o/b. \$1,500. Call Jeff (707) 425-4319.

CORONADO 27. In excellent condition. Recent bottom, diesel, mast, boom, rig, sails and dual batteries. 2 anchors & rode, VHF, compass, navigation lights, etc. 6-ft headroom, 5 berths, galley, head. Ready to go. \$10,000 firm. (707) 226-3550.

H-28 (MOD). Sausalito's finest surveyor said, "She's a dandy little boat, buy her." We did, but we can't keep her. 1966, Mahog/yacal. Well maintained (hauled yearly). Dodger, spray curtains, Loran, and more. Needs minor cosmetics. \$16,500. 984-3051 (dys), 668-6632 (eves).

HAWKFARM 1977, 28-FT. YRA one design, new paint (topsides, deck and bottom). A beautiful boat with a rebuilt diesel engine. Fractional rig with new North Main and jib. A great value at \$18,000. 567-8119.

CAL 2-27, 1975. Clean, well-equipped racer/cruiser. Active Bay fleet. New bottom May 1991. Main (2), jib, spinnaker. Atomic 4, VHF, DS, KM, stereo, shorepower. \$14,000. Moored Jack London Square. Call Bill (209) 523-1455 (eves) (one owner).

28-FT HAWKFARM. Active one design fleet. This is a very fun competitive boat with a fun group of people in the class. I will consider trading the boat plus cash for a smaller one design boat. 937-7024 for more info.

PARKER-DAWSON 26-FT. Center cockpit sloop rig set up for single handed. Sail drive, KM, DS, VHF, with tandem trailer. Good cond. \$6,995 b/o. (800) 551-1199, (916) 791-0362 (eves).

CATALINA 25, 1984. Swing keel, pop-top, 2 batteries, solar charger, 110 and main, DF, VHF, stereo, 2 anchors, Epoxy bottom, 7.5 Honda, all safety gear, tandem axle trailer. \$11,500. Call Mike (916) 622-7130 (dys), or (916) 333-1799 (eves).

COLUMBIA 26 MKII, good condition, Honda o/b, clubfoot jib, working sails and genoa. VHF, KM, stove and head. Jack London berth. \$5,000 b/o. (510) 447-5012.

PEARSON TRITON 28. Classic. Excellent condition, full keel, well equipped, sail anywhere. All new paint. Atomic 4. \$11,500. (707) 963-4558.

FOR SAIL Catalina 30, 1987. Excellent condition, fully equipped, best offer, illness forces sale. Sy Gold (916) 753-2001 (h) or (916) 752-2844 (o).

25-FT CORONADO. Sleeps 6 galley, sink, water, one burner, 2 mains, 3 jibs, head, ac/dc m/radio, depth, color TV, 6 hp o/b. Well maintained. Dry docked, bottom job in Napa for your inspection. Delivered in Bay \$5,000. (707) 253-0346.

OLSON 25s. Finally, there are some used Olson 25s on the market! We know of three (lying San Francisco, Santa Barbara and Texas). Join one of the most active one design fleets (19 boats) on the Bay! Call Bill Riess, (510) 845-6892 (dys) or (510) 653-9531.

29 TO 31 FEET

OLSON 30. Was Olson "factory boat", vet of Singlehanded TransPac & 2 trips to Mexico. North main and jib nearly new, six other sails. Two compasses and KM new in '92, deck painted last month, bottom barrier coat in '87. Nortec autopilot, companionway dodger and stern pulpit solar panel for singlehanders. All this lightening fast & simple fun for \$11,900. Owner will finance. Dual-axe trailer available. You won't find a better deal on the West Coast. Call Mitch (415) 456-6861.

CATALINA 30, 1980. VHF, knotmeter, fathometer, compass. New: sail cover, Lee canvas, rail covers & bottom paint. This boat has been well-maintained. Owner wants a 36 or 38-ft sailboat. Asking \$22,000. Call (510) 623-1031 (h), or (408) 378-6412 (w).

J29, SAILING COMFORT & PERFORMANCE. Actively raced & cruised on the Bay. 10 sails, 8 hp Evinrude o/b, galley sink, stove, head & interior finishes. Best J29 interior on the Bay. Join a great racing fleet w/out sacrificing weekend cruising comfort. New bottom job, new speedo & VHF radio, depth sounder & lots of equipment. Ready to sail w/an impressive racing history on the Bay. 1992 promises to be a good one with a large one design turnout. Priced to sell at \$23,500 or take over payments. Move up from your smaller boat for no money down. Call Andy (415) 641-8323.

STARBUCK, California's first 24 knot ocean going cutter ready to race or cruise. Petite 30'. Stunning sails, superb condition Sailmaker maintained. Video. \$14,000. Alameda. (510) 523-9011.

COLUMBIA 30. New Yanmar diesel, teak interior, all new cushions, shipmate stove, nice interior with full headroom. Boat needs work to complete project, rigging & bothing up keel. Strong quality construction. Includes trailer. \$7,500 b/o. 381-3389.

SANTANA 30/30. Divorce forces sale. Nelson/Marek design. Your spouse will love it. Your crew will love it. You will love it. 126 PHRF. Great shape. Stand-up headroom, teak interior, rod rigging, wide decks. Emery Cove. Spec. sheet. (209) 369-1404. \$27,900.

CATALINA 30, 1990. VHS, KM, DS, full batten main, roller furling, four speaker stereo, walk through transom, h/c pressure water, 23 hp diesel, upgraded interior, cushions, hauled 11/92, new bottom, dual water tanks, wheel cover, immaculate maintenance inside and out. \$45,900. (510) 484-4120.

ALBERG 30, Classic FG Bay/Coastal cruiser. New Yanmar dsl, VHF/RDF, Loran, compass, speed and depth sounder, two self-steering systems, stern mounted wind and cockpit electronic. Excellent cruising main/jib, good galley, propane, AC/DC, sleeps four, AM/FM cassette, large inventory of cruising gear included, anchors etc. This is a great deal on an excellent boat, priced well below market, so don't wait on this one. Move forces quick sale. \$13,500. Contact Russ at (415) 433-3911.

SAN JUAN 30, 1977. Excellent condition, USCG pack, documented, new interior, LP paint, pressure water, Atomic 4 w/Martec prop, sail controls led aft to control bridge, full instrumentation, VHF, 8 winches, 8 sails, Hood furler. Race/cruise equipped. \$16,000. Call (702) 329-5626 or (510) 523-1774.

NEWPORT 30 with Santa Cruz permanent lower harbor slip. Ex. cond., fully rigged and equipped. Spinnaker, roller furling, 2 radios, 2 jibs, autopilot, water heater & pressure, 110 volts, all safety gear plus, 1/2 interest. \$18,000. (408) 426-7797 (days), 476-0328 (eves).

ERICSON 29-FT, 1970. Excellent cond. Atomic 4, VHF, stereo, new bottom paint. Must sell. \$15,000 b/o. Call (209) 529-5508.

ISLANDER 30 MKII, 1972. \$13,000. Surveyed \$14,500. Good condition, strong palmer gas in-board, blister epoxy job 1990, new dinette settee cushions, spinnaker, third owners, have most receipts since new, sails great. Vallejo Muni Marina (H-40) (707) 255-9387 (msg).

TARTAN 30, 1979. Fully equipped for single handed sailing, with all lines led aft to ST winches, roller furling, autohelm. Low mileage, never raced, excellent condition. \$25,000 b/o. (510) 527-3507.

DRAGON - OLYMPIC RACING BOAT. 29-ft. classic and beautiful day sailor. Professionally maintained in top condition. One yr. old. \$2,000 custom canvas cover. Best berth in Sausalito. Call Paul Dines (415) 331-6200. \$6,950.

OLSON 30s 1988 Race in comfort. Excellent condition. Self-tailing primaries. Lewmar winches, clutches, hatches. Harken blocks, roller furling. Pressure hot water. Call for specs, pictures, information. \$47,000. Voice mail Roger (713) 798-4498.

CATALINA 30, 1978. 6 bariat winches, roller furling jibs, 110, 150, main spinnaker, custom standing rigging and traveler, pedestal steering, autohelm 3000, windvane steerer, pressurized water, depth, Loran, VHF, CNG stove and oven, Atomic 4. Very motivated seller. \$22,000. (415) 368-0910.

OLSON 30 MODIFIED. Boat comes with large list of extras. It has been lengthened 3', 2 rudders, one custom, new boom, new main, near new jibs, 1 new spinnaker, Loran, windvane, new cushions, new Lewmar hatches, new Harken winches, and more. Also, I will paint the boat color of your choice. This boat must be sold. No reasonable offer refused. Asking \$21,500. Please call (510) 865-4109, and leave message for Carl Nelson.

COLUMBIA 29 SACRIFICE. 1962, great shape, newmain, newjib, rebuilt engine, VHS, DS, heater, stable full keel. \$7,500. 892-0714 (dys), 897-7390 (eves).

ERICSON 29. Ready and priced for quick sail. Name: "Chuckles", year and hull number: 71. Fully outfitted, VHF, tender with outboard, 1991 rebuilt Atomic 4, two new batteries, new main rigging, etc. Inside bottom and top cleaned regularly. \$15,950. (415) 964-8075.

CAL 2-29, 1974. Mexico vet, complete refit since. Diesel, wheel, dodger, electric windlass, Bruce anchor, CNG stove/oven, new Hood sails, new standing & running rigging, roller furling, autopilot, knot/log, depth, wind/speed, VHF, solar panel, 2 bilge pumps, marine battery charger, mast steps, pressure water, shower, extra water tanks, AM/FM cass, 2 compasses, cabin fan, dorades, oil lamp, TriColor, new upholstery, 6-ft headroom, many extras. Best 2-29 on market. \$18,900. (916) 432-3246 (wknts). Located Richmond.

KNARR 30-FT, 1984. FG, epoxy barrier coat, teak deck, 5 hp. \$25,000. Call after 7/12. (707) 545-3215 (dy/eve). If no answer, lv. msg.

BABA 30, 1983. Beautiful pocket cruiser. Yanmar diesel. Combi speed, depth and VHF. Micrologic, Loran, new batteries, hot/cold pressure water and more. (415) 332-2346.

ISLANDER 30, 1984. Excellent condition roller furling jib, cruising chute, Yanmar diesel, extensive teak interior, many accessories. Sausalito berth. \$32,500. Call (510) 820-6569 (eves).

31 ERICSON INDEPENDENCE 1980. Bruce King's Hallmark bluewater design! Cutter rig, Yanmar, double furling, windlass. Beautiful traditional look on top, modern underbody w/fin keel. Quality materials & workmanship beyond other production yachts. Must see. \$37,000. (805) 642-8835 (located in Ventura).

31-FT PROFESSIONAL BUILT 1977 fiberglass sloop. Hull is worth the price. Sleeps 6. Wood interior, Yanmar diesel rebuilt 11/91. Epoxy bottom, Loran, VHF, wind & depth instrumentation, 3 compasses, propane stove, anchor, porta-potti, full sails. \$11,000. (707) 584-0311.

WILDERNESS 30 CUSTOM, 1982 Hullworks built, double spreader rig by Ballenger, Yanmar diesel, VHF, KM, DS. Beautifully trimmed in teak with Brunzeel interior. Deeper, heavier keel. Great Bay boat. \$16,500 b/o. (408) 338-6260.

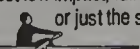
30-FT HERRESHOFF WOODEN KETCH. Well maintained. Beautiful wood interior, lots of headroom. Full keel. Tanbark sails. Reliable Atomic 4, installed Aug, 1989. Autohelm 1000, DS, VHF, Alpine cassette, alcohol stove, force-10 heater, dodger & sun shade. \$12,700. (415) 986-2098.

NEWPORT 30, 1971. Well equipped older boat in excellent condition. Atomic 4, spinnaker, storm sail, autohelm. Enjoy the ocean, bay, or delta. Berthed in San Rafael. \$11,500. (415) 383-1950.

OLSON 30, 1982 Ballenger spars, dbl spreaders, rod rigging, 5 sails, excellent cond. \$12,500. Owner finance. (415) 468-4423.

Home Study Navigation Courses & Software
Starpath Navigation 8,000 students since 1977 * * * *
311 Fulton, Seattle, WA 98109 800-955-8328 STARPATH

POSITIVE STROKES ROWING FITNESS IS MORE FUN ON THE WATER

Recreational sliding seat rowing offers the best low impact, full body, aerobic workout there is. Whether you do it for competition, fitness, or just the sheer joy of being on the water, let us get you started.  (510) 523-9713

MARITIME ATTORNEY

Resolving warranty, purchase/sale, foreclosure, charter, construction, accident and tax problems since 1960. Practical sailing experience counts ... over 40 years racing/cruising from Mexico to Canada. William E. Vaughan, 17 Embarcadero Cove, Oakland, CA 94606 (510) 532-1786.

WOODWORKING

Interior • Exterior
Hull • Spars
Leaking decks? Teaks our speciality!
Schoonmakers
Steve Jones (415) 332-2500

OLSON 29. Hull #8, built at Pacific Boat Works 1986. Fast & fun, depthsounder, knotmeter, compass, custom stern rail, 13 bags of sails. \$28,000. Call Bill (707) 643-3590.

NEWPORT 30-II, 1979. Dark blue, tiller, diesel, VHF, Loran, Martec, autopilot, h/c water, much more. Call for all the goodies. \$24,000. (707) 745-0615.

30-FT ERICSON 1969. Great Bay & coastal cruiser, sleeps 5 in cozy mahogany cabin w/wood stove. 9 bags of sails, spinnaker rigged, shore power, VHF, KN, DS, AP, stereo. Alameda berth, excellent cond. \$17,500. (510) 930-0274 (lv msg).

29 COLUMBIA MKII. Hand lay up fiberglass, ideal cruiser singlehanded setup. Twin forestays, self-tending jib, 5 sails, new inboard engine, excellent, extras. \$11,950. (510) 769-8350.

BODEGA 30, Chuck Burns designed full keel fiberglass cruising boat, exceptionally well built, good performer, Navik vane, windlass, weather cloth, 10 hp Honda o/b. \$14,000. (415) 332-9280.

NEWPORT 30 II, 1979. Diesel wheel, WP, WS, KN, DS, autopilot, refer, furling, dodger, skirts, loaded. \$21,000 or partnership. (408) 429-5111.

COLUMBIA 29, MARK I, 1965. Fiberglass full keelsloop. Extremely sturdy. Clean and well maintained. Custom traditional style interior. Standing headroom. LP stove/oven, fridge. Strong Atomic 4. VHF, stereo, LP BBQ. 4 sails. \$8,500 b/o (415) 647-2351 (eves), (408) 473-4547 (dys).

RAWSON 30, 1962. Fiberglass sloop, full keel, dependable, 27 hp Yanmar freshwater cooled diesel, 5 sails, never had blisters. \$12,500. (415) 665-1472.

PEARSON 30-FT. Volvo diesel, Loran, VHF, WS, WI, DS, roller furling, dodger. \$16,500 b/o. (415) 737-9824.

ISLANDER 30 MKII, 1971. \$15,000. Great layout w/headroom. Dodger, bimini top, electronics, Loran C. Sails: main, 90%, 130%, 150%, spinnaker. Call Noah (707) 745-2479, 745-8518. Let's talk.

HUNTER 31, '84. Roller furling, new Sobstads, Lazy Jacks, single line reefing, KM, DS, VHF, Yanmar, cruise spinnaker, extra sails, whisker pole, Quick Vang, all lines to cockpit, 3 blade prop. Alameda berth, full canvas cover. \$31,000 (510) 432-0390.

1981 OLSON 30. Excellent condition, mostly day sailed, but with full racing gear. Two boat owner wants it to go away. No trailer. \$12,000 b/o. (415) 331-5195.

IRWIN 30+, 1979. Excellent condition. VHS, KM, WS, DS, Loran, stereo. Wheel, Yanmar diesel, Harken furling, custom teak interior, battery charger, shower, h/c pressure. All lines led aft. Fully equipped. Strong Bay/offshore sloop. Hauled/painted 4/92. \$26,500. (415) 381-8827.

CATALINA 30, 1980. Atomic 4, wheel, pressure hot & cold H₂O, macerator, shower. New bottom paint, tabernacle mast, frig. This boat has been loved & cared for and now needs a good home. Asking \$22,000. (408) 462-2678.

HUNTER 30-FT 1978. A-1 condition, self tending jib, Yanmar diesel, hot water/shower. Great boat for Bay cruising. \$23,900. (510) 284-3158 (lv msg).

30-FT CLIPPER. Great Bay and Coastal family cruiser. 6'2" headroom, 3 1/2' fixed keel on EZ load trailer. Great shape, sleeps 5, good instrumentation, 25 hp well mount elec. start Merc. New SS LPG stove/oven. \$10,200 b/o. \$9,000 w/o trailer. (415) 331-0728.

SONOMA 30, 1984. (Ex Kitty Hawk). Carl Schumaker design ULDB, fast, sleek, quality built w/excellent interior, full batten main, 3 headsails, 2 spinnakers, o/b, fixed keel, ecx. cond. w/trailer. \$25,500 b/o. (206) 838-6505 (msg).

1974 YANKEE MARK III, Dominique. LOA 30', beam 9', draft 5'. Transpac vet and rigged for single handed sailing. Complete sail inventory, rigged for racing yet comfortable for cruising. Atomic 4, autohelm, dodger, fridge, recent bottom paint. \$21,500 b/o. Berthed in Emeryville, B-34. (415) 697-3728.

1977 CATALINA 30, \$19,500. Wheel steering, roller furling jib, Atomic 4 engine, recently surveyed as excellent. Hauled last summer. Everything is in very good shape. Many new items on board incl. head, life lines, wiring. Will also consider partners. Call Roger (415) 434-4544 (dys), (415) 456-0421 (eves).

30-FT INTERNATIONAL 210 built 1948 San Francisco. Fast classic daysailer with trailer. Has been fiberglassed. Easy to launch and sail. Great Bay, lake boat set up for single hand and family sailing. In very good condition. \$2,500. (209) 384-3538.

MOORE 30 W/TRAILER. Sale or trade. Call (916) 583-9420.

32 TO 39 FEET

1975 WESTSAIL 32. Factory finish, documented, major rebuild/refit of all systems in 1990. Just finished 9,000 mi. 2 1/2 yr. cruise. Loaded with cruising gear & ready to go again. Large freezer/refer, 110/engine, 2 autopilots, windvane, watermaker inverter, SatNav, survival craft, full canvas (new), new interior, SSB/HAM, 700 hrs or rebuilt Perkins 4-108, storm sails, 4 anchors too many extras to list & numerous spares & everything works. Possible short term financing. \$59,500. (206) 246-3983.

BALTIC 38. One of the most beautiful boats on the Bay. Offered at \$142,000. (415) 435-6561.

O'DAY 34. Fast capable coastal cruiser. New England construction. Over \$5,000 invested in luxury interior improvements. Spacious liveaboard, comprehensive sail inventory. Rigged beautifully for short-handling. You won't find a better value at \$34,950. (408) 479-7606.

CREALOCK 37, 1978. Beautiful boat in excellent condition. Custom oak & teak interior. New Yanmar 1988. Fully cruise equipped with top quality gear 1989. Boat located in Bay area. \$87,000. (503) 899-7564.

32-FT GULF PILOTHOUSE SLOOP. Dual hydraulic steering. Harken roller furling. Barlow self-tailing winches. RVG wind vane. 36 hp Perkins diesel. VHF, depthsounder. Propane oven/stove, cabin heater. Adler Barbour reefer. H/C pressure water. 75 gal. fuel/water. Liveaboard berth. Beautiful. \$45,000. (415) 699-2988.

1973 COLUMBIA MKII, 34-FT. New rigging, furling jib, new main, dodger, new 150 jib. Radar, SatNav, Loran, Yanmar diesel, windvane. New bottom paint. Trade for motor home or ? May carry loan. (916) 777-5631 (after 4pm).

C & C 35 III, 1983, Mesmerize. 1987 Season Champ. 12 bags of sails (all North). Loads of racing equip., all teak interior, Loran stereo cassette, epoxy-micron bottom, folding prop. \$60,000 b/o. (510) 462-1371 (h), (510) 828-4041 (w).

ISLANDER 36. One owner boat, very clean and well maintained with extensive equipment list. Serious buyers only. (916) 631-2175 (day), (916) 677-3737 (eve).

CUSTOM 34-FT. Islander proven cruiser. Launched 1984. Fully found, teak & mahogany interior, roller furling, Yanmar MG-20 diesel, 4 anchors & rode, radar, Loran, Aries windvane, Autohelm, dodger, 4-man liferaft. Asking \$42,000. For inventory, (209) 544-9269. Leave message and address.

TAYANA 37. Serious cruisers, bluewater equipped looking for a serious cruiser to take me cruising. Spacious accommodations, storage, sleeps 7. Teak needs TLC, but all mechanical systems professionally maintained and in full operation. Priced low. \$67,000. Call Cindy (415) 578-9244.

38-FT GILLMER CUTTER. One owner, built Barcelona, Spain, 1972. Finest materials, mahogany strip planked on laminated framing, diesel, VHF, DS, AP. Steering vane, full roller furling jibs & twin storm sails. Complete cruising inventory list available. Beautiful condition. \$65,000. (415) 454-9285.

ROUGHWATER 33, 1976. Cutter rigged offshore cruising boat. Windvane, radar, 4-cyl. diesel, autopilot, storm sails, stove with oven, many extras and spares. Living in CO, boat in San Diego. Must sell. Asking \$35,000. Will listen to offers. Wade (303) 756-2922.

ERICSON 32, 1974. New Yanmar in 1988, SatNav, Loran, VHF, knotmeter, depthsounder, wheel steering, 3 sets ground tackle, main, 150%, 120%, 85%, safety nets, 2 burner propane stove, stereo, sleeps six, six month Santa Cruz sublet. \$23,500. (408) 475-9308.

38-FT SAMSON DESIGNED C-FARER. Professionally built double-ended ferro-cement ketch. You'll feel safe on this solid built bluewater cruiser. Set up for single handed sailing, all lines lead aft. Roller furling on jib, main and mizzen. You never have to leave the cockpit. Beautiful roomy mahogany cabin makes it an excellent liveaboard. D.C. refrigerator, AC and DC lighting, AC converter, Coast Guard approved head. Radar, knotmeter, depthfinder, windmeters, Achilles dinghy. Less than 100 hr. on rebuilt Volvo diesel. Much more. You must see this one to appreciate the craftsmanship put into building her. Getting married and motivated to sell. Let's make a deal. \$38,500 b/o. Part trade 4 x 4 truck. Call (510) 523-0499.

ERICSON 38. Comfort, quality & many extras. Fully equipped, radar, ample electronic power system, autohelm, Loran, more. Cruise capacity water & diesel tanks, full canvas. Separate stern & bow cabins plus shower stall. Rigged for single handed sailing. \$74,500. (415) 593-4293.

MASON 33 "OCEANIA". Classic cruising yacht. Well maintained throughout her lifetime. Built in 1968 on the East Coast by Jim Richardson, oak frames, cedar planking, bronze fastened. Call (707) 374-5555 for more info.

INGRID 38-FT. Heavy weather cruising ketch. William Atkin adaptation of the famous Colin Archer "Redningskorte" boats. Twice to Hawaii, once to South Pacific. Two pages of equipment. Custom built by Blue Water Boat Co. Hull #1. \$62,500. (503) 288-8381. Bill Babeckos.

CRUISE MEXICO IN '92. Dufour 35, Mexico/Hawaii veteran. In Mexico. Ready to go. Excellent condition. Strong, seaworthy, comfortable. Cruise equipped with extras, solar panels, HAM/SSB, bimini, water purifier, customized interior, more. \$60,000. Ted (415) 326-3181.

ISLAND FREEPORT 36, Perkins 50 hp diesel, roller furling genoa, CNG, head-forward style B, dodger, radar, Loran, autopilot, windlass w/all-chain rode. Excellent cruiser/liveaboard. Reduced to \$69,500. (408) 655-1479, Monterey.

ERICSON 35, commissioned 3/89, like new. Low engine hrs., North main & furler, extra tankage, deluxe stove, refrigeration, knotlog, wind direct., depth, radio, autohelm, ground tackle, etc. Save 40% over new Ericson. \$72,000 firm. Call (510) 535-2134 or (303) 499-6649.

ISLANDER 37-FT. New epoxy bottom, 7 sails, Loran, VHF, needs interior work. Saus. berth. \$28,000. Call Keith (510) 465-9900 (dys), (415) 457-0291 (eves).

WANTED

Used sailboats. Will pay cash.
(510) 237-8188



CUSTOM MARINE UPHOLSTERY

Interior/Exterior
Karen Pearson
(415) 331-2128
3 Gate 3 Rd., Sausalito

INEXPENSIVE CHART PORTFOLIOS

Reproduced on plastic-impregnated paper, South Pacific, Mexico, Caribbean, Atlantic, Med., Alaska to Panama, and more. Sample Chart \$2.00. DMA & NOAA originals too! 15 years quality service, BELLINGHAM CHART PRINTERS, P.O. Box 1728L, Friday Harbor, WA 98250 800-643-3900, 206-468-3900, FAX 206-468-3465

BOAT LETTERING & GRAPHICS BY MAIL

1-800-795-SIGN FROM ANYWHERE IN THE US
EASY TO APPLY - BEAUTIFUL 2 MIL VINYL - DURABLE
MC/VISA ACCPT'D - FREE CATALOG - VITAL SIGNS

AVON, TOHATSU & MORE...

Avon inflatables with Tohatsu Motors. Competitive pricing on packages. Brand name yacht equipment. Call for details.

YARN BY THE YARD 1-800-326-9276



MARINE ENGINE SURVEY

Physical inspections, oil analysis, photographic ferrography, computer oil sample comparison, written reports, litigation preparation.
P.M.I. (510) 522-7300

RHODES "WINDWARD" SLOOP 33 1/2 feet, 8.6 beam, 5.4 draft. Built in 1959, Alameda Boat Works. Professionally maintained Stone Boat Works. Owned 23 years. \$22,500. (510) 339-0496.

HUNTER LEGEND 35.5, 1990. Like new, easy to handle in ocean or bay, 1990 SF-Hawaii Pacific Cup veteran, furling jib, 1.5 oz. spinnaker with pole, dodger, knot/depth/wind meters, stereo, VHF, Loran, SSB setup, extra bilge pumps, 2 anchors, 6 winches, Yanmar 27 hp diesel, hot/cold pressure water, head with shower, CNG stove, hauled with new bottom paint 1992, possible live aboard. See at Brickyard Cove Marina, slip E-18. Must sell, trades considered. \$78,500, (916) 422-7476 (hm) or (916) 653-0437 (wk) for brochure or survey.

36-FT LOD, 49-FT LOA Angleman Gaff ketch, 1972. Only 16 built, comfortable world cruiser liveaboard. New set of working sails, Loran & elect. windlass. Updated head, galley & stateroom, 4 cyl Isuzu diesel, shower, VHF. This yacht stands out in a crowd. \$54,950. (206) 526-5895. Seattle, WA. Can deliver.

35-FT CRIS CARIBBEAN SLOOP, 73 l/g, 40 hp Perkins, elect. winch, new dodger, furling jib/main. AP/VHF/Loran, 4-man inflatable/mtr. Extras. Excellent cabin. CNG, oven, micro, TV. H/C press. wtr., shower, 2 hds, aft cabin, 3 cpl privacy. Great sailer/liveaboard. \$43,000. (916) 783-0141.

38-FT DOWNEAST CUTTER, 1979. Bluewater cruiser. Great liveaboard while you're getting ready to head south. Spacious interior with aft cabin. Diesel, electric windlass, dodger, Adler-Barbour, propane, Loran, stereo, VHF, more. Excellent condition. Seaworthy and comfortable. \$59,442. (707) 864-5439.

TARTAN 34, 1974. Spacious, F/G Yawl, quality Sparkman & Stevens design, 4 to 7 feet draft, diesel, 4 sails. Health reasons \$39,000. (408) 726-2829.

ERICSON 34, 1989. Little used, like-new condition. 3 cabin teak interior, diesel, wheel, furling jib, VHF, Loran, ST 2-speed winches, propane stove, BBQ, ground tackle, more. Trades considered. \$79,000. (408) 297-1015.

LANDFALL 39, 1981. Classic pilothouse cutter or cruising/liveaboard. Well maintained, traditional teak interior & exterior trim. 3 cabins plus salon. New in '91: Loran C, Apelcoradar, COMNAV autopilot, 2 prevailers, Heart inverter, Aller Barber ref./fr. \$70,000. (503) 469-3589 (after 6pm).

44-FT CORONADO 1969. FG sloop, excel. cond. Atomic 4 (low hrs), sleeps 6, 3 jibs, 1 main, full cover, wheel steering, mast rungs, icebox, elect. refig., 2 batteries, autom. charger, VHF, depthsounder, knotmeter, electr. & manual bilge pumps. \$20,000. (415) 435-5270.

CATALINA 34, 1986. Just back from Mexico cruise & loaded with cruising extras: radar, inverter, refrigeration, spinnaker, microwave, TV, VCR, 3 anchors, all chain rode, windlass, mast steps, ham antenna, systems monitor, 105 Ahr alternator, much much more. \$55,000. (408) 996-1874.

33-FT TARTAN TEN. Well-maintained racer/cruiser. Fully equipped. Motivated seller. \$14,950 b/o. Call Chuck (510) 439-2150, (707) 747-7525 (days).

ISLANDER 36, 1975. Beautiful teak interior, natural gas stove/oven. Perkins 4-108 diesel, self furling 130 cut jib, spinnaker & blooper, additional 150 cut jib, 11 bariat winches, electra-san head, hot/cold pressure water, lifesling, more. This one's fast. \$41,000. (510) 370-0882.

WYLIE 34, 1979. Leading Edge. Excellent racer/cruiser IOR, PHRF & IMS certificates. Loran, VHF, stereo, propane stove/oven. Sleeps 6. Hull, rig & sails in very good condition. Diesel. Asking \$28,000. (415) 457-0613. Will take smaller boat in trade.

PEARSON 10M "BLUE LOU" Loran, ship to shore, stereo, two knotmeters, two compasses, AW, WS, DF. Lots of sails including two spinnakers, hydraulics, tuff luff, 11 winches, ready to race or cruise. \$29,900. Reduced from \$45,000. (415) 345-8619.

ERICSON 32, 1976. Long list of upgrades includes new epoxy bottom, Loran, KM, DS, stereo, engine components, much more. Clean, strong Atomic 4, wheel & tiller, dodger, 100, 140' genoa. Extremely clean, sail away condition. Divorce forces sale. \$27,500. (707) 557-3799.

CALL III 34, 1979. Documented. Roller furling, Loran/plotter, CNG stove, Westerbeke diesel, VHF, RDF, depth, knotlog, pressure water, enclosed head, pedestal steering, sleeps six, autopilot. Excellent condition. Call (805) 489-8916 (dys) or (805) 481-2595 (eves) \$35,000.

CS 36, 1985. Quality Canadian performance cruiser. Refer, LPG, roller furling, Lewmar S/T, Westerbeke, charger, large tanks. Beautiful spacious teak interior, low maintenance exterior. Well maintained. Affordable quality at \$69,000 offers. (415) 897-7506.

COLUMBIA 34. Forced sale of a beautifully-maintained, studio apartment-sized sloop. Sails very well & cruise ready. Virtually all upgraded equipment including rigging, sanitation system, Loran, dodger, etc. etc. Sacrifice at \$23,000 b/o. Call Larry (415) 285-1078, 695-0777.

WILLARD CUTTER, 1977. Crealock designed for offshore use. Very good condition. Extensive reconditioning including epoxy bottom, oversized rigging. Pisces diesel. Windlass, dodger, radar. Teak interior. 6 sails. \$28,000. (510) 601-1668.

EXPRESS 37. Transpac/YRA champion. Own the best of the ultimate sailing machines. Race it, cruise it, nothing beats it! Fully instrumented, numerous upgrades, very well cared for, excellent sail inventory. Only \$82,500 makes it yours. For details & the inventory call (510) 521-9115.

KETTENBERG 32, 1939. Don't just own a sailboat, own a beautiful fast classic. Hauled, sistered w/bronze bolts, 3 coats Davos bottom paint, May '92. 3 boat owner \$3,500 b/o. Bob (510) 443-5726.

ERICSON 35+, 1983. Excellent condition, new full-batten main & roller furling tri-radial Mylar genoa. Full instrumentation including Loran & Autohelm 4000. Diesel w/3 gelcells & 3-step regulator. Beautiful teak interior, full enclosed head w/separate stall shower. \$68,500. (415) 499-1395.

37-FT SEASHELL KETCH, 1979. Canadian built bluewater vet. Very sound, meticulously maintained. Loran, VHF, depthsounder, stereo, bronze hatches, 6-man Beaufort liferaft. A beauty, see to appreciate. \$29,000. Call (415) 873-2009, (805) 773-3256.

1987 CATALINA 34. Clean, 539 hrs. diesel, roller furling jib, 2 reef pt., main, spinnaker, Signet instruments, VHF/stereo, slip #160 Marina Bay Richmond. Must sell, moving to Florida. \$49,500 b/o. Call Dick (916) 989-1816.

ERICSON 35, 1974. Needs work mostly cosmetic. Beautiful interior, 5 sails, shower, hot & cold pressurized water, wheel, double life lines, internal halyards, many goodies, liveaboard capabilities. Asking \$26,000. (415) 479-2974.

CATALINA 38. Strong 1982 sloop. Growing family forces sale. Dodger, cockpit enclosure, AC/DC, refig/freezer, marine charge, VHF, DS, KM/log, 24 hp diesel, holding tank, all safety and ground tackle. Price reduced. Now \$36,000. (510) 215-6211.

1977 VALIANT 32. 1st class Interlux epoxy bottom. Less than 100 hrs on the 1987 Westerbeke diesel, wheel steering, North sails in great condition, and all the interior amenities. The best cruising value around at \$45,000. (415) 325-1038.

VAN DE STADT 34 design #391, steel newly constructed with interior nearing completion. Yanmar, Edison, Lewmar, Simpson-Lawrence, Isomat, Micro-fico, Alda-Barbor and lots more. Sail and mechanical tested. 4 sails. New bottom, requires light interior work to go cruising. \$48,000. (415) 863-1808 (eves only).

PETERSON 34. Excellent racer/cruiser, top condition, 10 sails, 4 spinnakers, VHF, Loran, DS, windspeed, windpoint, 2 knotmeters, autopilot, stereo, Yanmar diesel, sleeps 7. In Marina del Rey. \$31,000. (818) 784-5024.

RAFIKI 35, 1980. Classic offshore cruiser/liveaboard in perfect condition. Full boat cover. Teak decks, varnished rails and trim. FG/Airex hull. Volvo diesel. Rigged to singlehand. Dodger, AP and full electronics. Loaded w/gear. Call for more information. \$62,500 b/o. (415) 595-3094.

ISLANDER 36, 1977. Epoxy bottom, 4/92. Deluxe interior w/wood countertops. Atomic 4 engine, well-maintained boat. \$36,500. 10-ft Zodiac w/10 hp o/b. Also available as a package. (510) 522-3889 (h), (510) 438-7781 (w).

40 TO 50 FEET

PEARSON 40, 1979. Fast flush deck, swing keel, versatile cruiser, new full batten main, located San Juan Islands. \$74,900. (916) 621-4688.

40-FT VALIANT PILOTHOUSE. 1980 by Uniflite. Much better than new. One owner, professionally maintained, outstanding cruiser/liveaboard. Amenities include: Wood-Freeman autopilot, Grunert refrigeration, Furuno radar & Loran, Lewmar winches, dual steering, Westerbeke 58 diesel - make this one of the finest cruisers in the NW. Call for picture & specs. Asking \$175,000. (408) 371-0180.

41-FT CHEOY LEE KETCH, offshore Richards design, 1977. Customized for worldwide sailing. Replacement \$150,000, sell \$75,000. Call (805) 658-7703.

1986 BENETEAU FIRST 405. Bristol condition, large aft stateroom, full Datamarine instruments, spinnaker rigged, propane stove, refer, microwave, 6-speaker in/out CD system, 4 hp o/b, dodger. No brokers (415) 282-1500 (days), (510) 748-0151 (eves). \$109,500.

40-FT STEEL ROBERTS SPRAY CUTTER RIG. Aft cockpit, launched 1988. SatNav, Loran, Ham, autopilot Aries vane, Profurl headsail. Best of everything. Call for complete list of equipment & pictures. Mexico vet! Ready to go again. \$95,000. (619) 426-6353.

GULFSTAR 50 KETCH, Great White, terrific liveaboard, watermaker, generator, w/fax, radar, Loran, Ham radios, diesel heater, RDF, VHF, knot, WS, depth, Vac-U-Flush head, IBM computer, Perkins diesel, microwave, much more. Great condition, equip. list available. \$145,000. Call Alex (415) 368-5488 (days & eves).

44-FT MASON KETCH. 1986. Quality yacht, impeccably maintained. Cruise equipped by experienced owner. Top brand equipment includes 4.4 kw Westerbeke genset. Technautics cold-plate freezer, Nilsson electric windlass, Autohelm 6000, SatNav, Avon & much more. Brochure on request. By original owner. \$210,000. Call (805) 984-8739.

THERE'S NO TIME LIKE THE PRESENT ... OR IS THERE?

JOIN THE CALIFORNIA HISTORICAL SOCIETY TODAY!

To find out more, call (800) 336-1848

BOAT CUSHIONS, CANVAS COVERS & REPAIRS

12 years Experience & Reasonable

10 Liberty Ship Way #143
Sausalito - CA - 94965
Near the Beach at
Schoonmaker Point.

Call: Brigitte Packer (415) 332-0025

FERRARI BOATWRIGHT SERVICES

All marine woodwork.

Full shop and mobile services.

Dry Rot, Planking, Spars, Interiors Designed & Built.

453-5051

LEARN COASTAL/OFFSHORE CRUISING SKILLS

among Santa Barbara's challenging Channel Islands! Join John and Randi Sanger - couple who've sailed 45,000 mi. together - for a 3, 4, or 5-day personalized instructional cruise aboard their Valiant 40 Grebe. Fourteenth season. Brochure and schedule: EDUCATIONAL CRUISING, P.O. Box 780, Santa Barbara, CA 93102, (805) 967-4700.



DOUG SHOTTON

MARINE SURVEYOR
MEMBER OF N.A.M.S.

Telephone
(510)
235-6679

P.O. Box 121, El Cerrito, CA 94530

MOLDS

FAST IS FUN Santa Cruz 40 molds, \$20,000 and Santa Cruz 50 molds, \$30,000.

Hull and deck female molds. Proven performance racer/cruisers for

the person who wants to get there fast. New design options and consulting available.

Bill Lee Yachts, Inc. • 3700-B Hilltop Rd., Soquel, CA • (408) 475-9627, FAX (408) 475-0867

43T HANS CHRISTIAN 1985, cutter, one owner, never chartered, excellent cond., w. autopilot, 72 hp Mercedes diesel, roller furling headsail, radar SatNav, Loran, elec. anchor windlass, freezer, refrigerator, inverter, much more equipment. Ready for cruising. \$189,000. (408) 475-6899.

1969 COLUMBIA 43-FT. William Tripp design, hull #3. Balsa core deck and hull, pressure water, refrigeration, dodger, davits, VHF, Loran, radar, DF, Avon Redcrest, FG 9-ft sailing dinghy, Nissan o/b plus many extras. \$49,000 b/o. Trade. (510) 634-3799.

HUNTER PASSAGE 42, 1990. Autohelm ST7000 ST50 instruments, Raytheon 32X radar, Yanmar 62hp diesel, Micrologic 8000 Loran C Datamarine Chartlink, spray dodger, A/C & heating, infl. w/ outboard. Many extras. As new. \$175,000. Call (408) 476-3464.

41-FT S & S CLASSIC YAWL, dbl. planked mah/ yacal Volvo d. bronze floors, teak deck, cockpit, combings, cabin-sides. \$42,000. 521-8622.

ROBERTS 45 OFFSHORE CUTTER, C-flex glass, full battened main, Westerbeke 4108, all self-tailing winches. Boat was built for deep water single handed cruising. Please no brokers. Serious sailors only. Call (818) 506-7958 (day), (805) 984-0393 (after 7 pm).

40-FT ANGLEMAN MAYFLOWER KETCH motorsailer. Very heavily constructed by American Marine, 1961 of 1 7/16 teak on ipol. Great aft cabin, 2 heads, sleeps six. 60 hp Ford diesel, spruce spars stainless steel rigging. A real eye catcher in excellent condition. \$89,500. Call (503) 546-3413.

NORTHSTAR 40. Center cockpit ketch, built Canada 1974. Comfortable ocean cruiser. Dodger, diesel, radar, fathometers, autopilot, roller furling, roller reefing, Barient winches, Shipmate stove, Elliott life raft, 2 cabins, 2 heads, pressure water, stereo. Much more. \$70,000. (415) 343-3704, (415) 325-9928.

COLUMBIA 50. Complete interior rebuilt, completed 1990, including all new wiring, plumbing & electronics, custom designed fiberglass dodger. Interior designed for 2 people for worldwide cruising w/comfort & safety. SSB, VHF, radar, SatNav, autopilot, inverter, instant hot water heater, water maker, pressure fresh & salt water, microwave, propane stove/oven/broiler, BBQ, refrigeration. \$125,000. (707) 963-2415.

SANTA CRUZ 50, hull #26, fully equipped for long distance races & passages, several sets of racing & cruising sails, all the electronics you ever wanted, excellently maintained. Go fast & arrive early. \$185,000. (415) 965-0176.

CLASSIC 40-FT S & S. Finisterre yawl, Nevins built 1955. Mahogany on oak, everdur bronze w/ bronze centerboard & trunk. Owner will finance & deliver worldwide. \$39,500. (415) 369-5774.

FASTNET 45 SLOOP. Designed by Luders built by Lecomte to Lloyd's specifications in 1969. This contemporary classic 15 in new condition throughout with a full compliment of cruising inventory & luxurious accommodations. A beautiful yacht. \$148,000. For full info. (415) 388-5356 (eves).

BENETAU MOORINGS 432. 1987 sloop, roller furling genoa, Perkins 4-108 diesel. Fast, comfortable, easily-handled & located in the Sea of Cortez. New sails 1/92, totally refurbished & available 7/92. Priced to sell \$105,000. Call John (619) 223-8989.

44-FT STEEL SAILBOAT Robert design ketch, center cockpit, Mercedes diesel, dodger, nice lines, epoxy & LPU paint, 6-ft plus head room, need interior wood work. Best offer, must sell. \$8,000. (415) 626-1333, Rick (btwn 10am-7pm).

GULFSTAR 50 KETCH, Great White, terrific liveaboard, watermaker, generator, w/fax, radar, Loran, Ham radios, diesel heater, RDF, VHF, knot, WS, depth, Vac-U-Flush head, IBM computer, Perkins diesel, microwave, much more. Great condition, equip. list available. \$145,000. Call Alex (415) 368-5488 (days & eves).

47-FT RHODES MOTOR SAILER, 1972. Fully loaded, great liveaboard, beautiful spacious interior, central heating/air conditioning, complete kitchen, full size shower & facilities, twin dsl Perkins & generator, flying bridge, ideal ocean cruiser, 800 gals.-dsl, 350 water (integral F/G tanks). \$109,000 b/o. Chris (415) 493-7071.

ERICSON 41 SLOOP. Isuzu diesel, monitor, Furuno, Mangavox, 6-man Zodiac, Harken roller, solar, 60 lb CQR, 230' chain, much new canvas, sailing dink, force 10, Wolter water heater, varnished + green mohair interior. Moss Landing slip. Serious only. \$65,000. (408) 755-7521.

NALU II. 1964 Lapworth 46-ft custom sloop. Flush teak deck, diesel, aluminum spars, TransPac winner & fast Bay sailer. Great liveaboard w/ shower, new electrical system, diesel heat, etc. Wonderful boat for the right person. \$45,000 b/o. (415) 331-7235.

47-FT SLOOP, S & S. One of SF Bay's most beautiful & well-constructed wooden yachts. To see her is to love her. Sleeps 7, large cockpit, autopilot, electronics, many sails. 2 boat family. Must sell. \$52,500 b/o. 331-0907.

1986 DEL REY 50. Factory built hull and deck. 12,500# lead ballast installed. Inexpensive storage/working area. 2-heads, 1-diesel stove misc. \$11,500. (510) 932-4339.

45-FT BREWER. Center cockpit, full keel ketch, commissioned 1980. We've lived aboard 7 years, 2 cruising Mexico. Refrigeration, radar, diesel generator, autopilot, Loran, Ham radio, Sun canvas, liferaft, storm sails, low hours engine/transmission. Asking \$110,000. Bob (510) 865-8935.

40-FT SAMPSON DESIGN ferro ketch project. Beautiful hull design, 10-ft beam, aft cockpit, diesel, \$15,000 in marine hardware. Hull and deck complete. \$15,000 b/o. Also 25-ft steel hull power boat, straight eight gas, \$500. Bakersfield (805) 321-0340, 664-3471.

42-FT PEARSON KETCH, 1979. Cruise ready. GPS, SatNav, Loran, radar, weatherfax, VHF, AP, Stowe instruments. Diesel w/AC/wind/water generators, solar panels, inverter, gelcells. Furling, Lazyjacks, 12 sails. Watermaker, stall shower, refer/freezer, Avon, EPIRB, more! \$98,000. (619) 420-3335.

40-FT WOODEN KETCH, built 1938. Perfect liveaboard ready for coastal cruising. Mahogany over white oak frames. 13-ft beam, draws 6-ft. Newer Atomic 4 engine, large salon & 4 sails in good condition, tub. \$19,000. (510) 633-0499, (415) 338-7101.

46-FT PILOTHOUSE CUTTER. Ted Brewer design, equipped for world cruising and living aboard. Commissioned 1982. \$165,000. Can be seen on the Napa River by appointment. (707) 224-1576.

40-FT HUNTER SL, 1987. Full galley, fully self contained, 2 heads w/showers, king size bed aft cabin, 40 hp Yanmar diesel, autopilot, 4 man Emeg. survival raft, VHF. Asking \$84,000. (510) 889-1901.

ROBERTS 43 AIREX cored hull with no deck, 8,000 lbs ballast. \$4,000. Bob (209) 728-8803.

51 FEET & OVER

53-FT SLOOP. NZ built 1982, cold-molded, John Spencer design. Luxury teak interior but fast. Comfortable, easy to sail. Great liveaboard. Cruise or Transpac ready. Asking \$125,000 b/o. McKay, Box 30747, Honolulu, HI 96820. (808) 941-3264/ fax(808) 524-1097.

SAMARKAND, 56-FT WOODEN S & S Yawl by Abeking & Rasmussen. Bermuda race winner, transAtlantic & Mexico vet, actively sailed & raced. Strong correct & strikingly beautiful w/pages of recent inventory. Ready to go now, change of plans forces sale at \$259,500. (510) 582-3613 (principals only).

54-FT FERRO KETCH. 11 sails (6 new), autopilot, Loran, diesel generator, large refrigerator, microwave, 300 gal. water, 375 fuel, teak and rosewood interior, two heads, excellent liveaboard and cruising. \$75,000. Call (415) 728-0203 or (209) 296-7430.

58-FT CUSTOM STEEL KETCH. Divorce sale. 15-ft beam, launched 1988, fresh 471 Detroit 165 hp. Full electronics, full galley, wet bar, 2 heads & shower. Large salon, 3 staterooms, large forepeaks storage, hauled 7/91. \$134,000. (707) 553-1861.

72-FT STEEL BRIGANTINE, 60 hp diesel, flotation tanks, 9 sails, radar, Loran, radio, rebuilt/ remodeled 1984-86, US govt. life-boats, ocean-going, seaworthy, spacious & liveable with haulout trailer. \$57,000. (707) 255-1137.

65-FT CUSTOM KETCH. Bristol condition. Fully equipped for world cruising. SatNav, Loran, 32 mile radar, weatherfax, ICOM SSB-VHF, autopilot, wind-speed, direction-depth, TVs/VCRs, custom Bose sound system, generator, watermaker, etc. etc. New North sails. Very serious seller! \$145,000 b/o (619) 977-7040.

CLASSICS

RHODES "WINDWARD" SLOOP 33 1/2 feet, 8.6 beam, 5.4 draft. Built in 1959, Alameda Boat Works. Professionally maintained Stone Boat Works. Owned 23 years. \$22,500. (510) 339-0496.

PADDY WEST, 1937. 25' 7 1/2" OD gaff Seabird Yawl design modified by builders (Sausalito Boat Works) for S.F. Bay sailing. 10 sails, diesel, full cover. Great Bay/Delta weekender. Master Mariner. 20 year owners have bought larger wood boat. \$7,500. (510) 634-0559.

PAJARA, 1937 45-FT Trans Pac and Master Mariner veteran. 95% restored. Teak deck and cabin. Port Orford cedar over oak frames. Master Mariner class champion. Will finance. Partial trade for Ranger 23 or Santana 22. \$35,000. Call (800) 487-8443.

MULTIHULLS

50-FT TRIMARAN. Foil ocean race, good condition. High performance, very fast 25+ knots, 7 sails, jib furl, 10 winches, Nike computer, VHF, water maker, generator & a lot more. Ask \$75,000, now \$49,000/offers. (510) 736-8093 (days), (415) 474-6480 (eves).

40-FT PILOTHOUSE TRIMARAN. US-documented, Williams design, professionally-built Canada. Dual-station hydraulic steering, 32 hp diesel. Cruise-ready, seven sails, dinghies, 4 hp o/b, autopilot, Furuno 24 mile radar, Loran, more. Great liveaboard, cozy interior, four berths, cabin-heater. \$49,500 b/o. (510) 226-7119 or write P.O. Box 14238, Fremont, CA 94539-1538.

31-FT SEARUNNER, LAUNCHED 1985. Excellent condition throughout, quality construction. Polyurethane topsides, w/epoxy bottom, Honda 9.9 o/b, shoreside power, charger, solar, stained glass cabinet, custom sail logo. Outstanding joinery in cabin. Must sell. \$14,995. Call Bob (415) 281-0749.

CATAMARANS

CLOSE OUT

Prindle 18-2 New 2 only \$4,400
Many more. New and Used. • Hobie Prindle, Nacra, Venture.
Stockdale Marine, Sacramento (916) 332-0775

CRUISING SKILLS CLASSES

on trips to Drakes, Half Moon, Monterey Bays, the Mendocino Coast and S.F. Delta
Piloting, Celestial Navigation, Anchoring, etc.

CRABTREE MARITIME SERVICES (510) 372-0144 or (800) 491-TRIP

We'll also deliver your sail or power boat.

PROFESSIONAL DELIVERIES

Power or Sail - Worldwide or Local
by USCG Licensed Master - Oceans, 200 Ton
Free Estimates
Captain Jordan - (800) 788-5551

MULTIHULLS

Wave piercing dive boats and water taxis and custom performance cruisers.
Send \$5 for information packet. USCG certified daysail catamarans
GOLD COAST YACHTS, INC. • P.O. Box 1980 • Kingshill, St. Croix USVI 00851
(809) 778-1004

KELLY & ASSOCIATES

MARINE SURVEYORS AND CONSULTANTS

John A. Kelly, Accredited Marine Surveyor

Member: Society of Accredited Marine Surveyors
American Boating & Yacht Council

P.O. Box 10331 • Napa, CA 94581 • (707) 226-8155



BUILT IT! CONSTANT CAMBER! John Marples design 40-ft trimaran. I have the mold, vacuum pump w/motor/timer, bag liner & custom fitted vinyl bag. A superb construction method, easy & fast. \$500 takes it all. (916) 991-7584.

21-FT REYNOLDS CATAMARAN, a well designed & maintained production racing/cruiser purchased new in 1980. 90% fresh water use. Includes trailer, 5 hp Honda (approx. 6 hrs). Full batten main, jib, reacher, Harken blocks, new tramp. \$3,950. (510) 829-2825, Andy.

40-FT SEARUNNER TRIMARAN. Under construction. Mast, rigging, diesel engine, sails, portlights & hatches, steering system, stove, construction plans & materials & much more. \$25,000. Call Gene (408) 263-7633.

31-FT SEARUNNER TRIMARAN. 3 hulls only. \$900. Call Gene (408) 263-7633.

16-FT CHRYSLER CATAMARAN w/trailer. Modified for S/F Bay camp-cruising, 3 jiffy reefs, HD roller-furl jib, 2 traps, dodger, fwd tramp accepts tent. \$1,400 or trade for 10-20 hp elec start o/b. (415) 349-1330 (eves).

WHARRAM CAT 27'6" Clean, strong boat with nice interior, VHF, o/b motor, 3 sails. Port Sonoma berth. \$3,500. (415) 868-2522.

35-FT TRI MEXICO-HAWAII VET 5 sails, 15 hp Evinrude in well, Benmar A/P, VHF, RDF, mansfield head, 2 CQR 25#. \$15,000. (510) 522-8285. Answering machine. Go cruising.

32-FT PIVER TRIMARAN. Pilothouse, wheel steering, inboard Yanmar diesel, solar panels, swimstep, much more. Needs mast. Call (707) 829-3428, for full info. Must sell (or trade?).

40-FT TRIMARAN built in 1990, ketch rig West system epoxy, all new Lewmar hatches, radios, sails, VHF, Loran, and instruments, lots of teak and mahogany inside and out, TV, shower, 25 hp, diesel. \$38,000. Call Bill at (510) 838-8719.

POWER & HOUSEBOATS

46-FT CHRIS CRAFT CONSTELLATION 1964. Repowered '88 twin 454 Chevy engines, fresh water cooled, new prop shafts, canvas, bottom paint, fully equipped, well maintained, recent haulout, current survey, Oyster Point Marina, SSF. Ideal liveaboard! \$75,000. (415) 952-6522.

44-FT STRIKER. Completely refurbished. Awlgrip above, Micron-33 below, tuna tower, twin 8-71s, 12 kw generator, 3 kw inverter, watermaker, new carpets and upholstery, new Furuno radar, Loran, VHF's, lathometer logs and AM/FM radios, twin U-Line refrigerators with freezers, JennAir range, microwave oven. \$162,000. (510) 236-4551.

41-FT BELL BUOY TRAWLER, 1982. Twin Volvo's, Onan, electric windlass, radar, Loran C, autopilot, down galley. Santa Cruz sublet available. \$139,000 Call (408) 684-0374.

35-FT PROWLER, CANADIAN BUILT Dec. 88, sundeck, exc liveaboard. Twin Merc. cruiser 260 hp. Teak interior, propane stove, Paloma water heater, full shower, microwave, VHF, depth, bimini top, upper/lower helm. \$115,000. Located Pete's Harbor, slip 26. Redwood City. (415) 364-4284.

30-FT MONTEREY BOAT. Solid hull refastened '89. Buda diesel auto pilot, Loran, VHF, color machine comm. Sal permit, 3 spl hyd gurdies. Clean cabin. Classic double ender. \$7,900. (707) 874-3750.

PERFECT MOBILE LIVEABOARD. 37-ft houseboat w/reconditioned engine, running lights, etc. Dual 110v DC electrical system. Galley w/dining room, h/c water, living room w/wood stove & pullout bed. Double bedroom w/closets, head w/shower & washbasin, pilothouse, sun deck. Light, bright & comfortable. Excellent condition. Bargain at \$21,000. Will negotiate. (415) 388-7760.

1979 41-FT LITTON TRAWLER, tri-cabin, twin diesels, many electronics, water maker, tub & showers, Mexico veteran, great liveaboard/cruising boat. Must sell ASAP as we're moving out of state. See at Port Sonoma. \$39,000. Call (707) 996-0562 (lv msg).

46-FT CRIS CRAFT, 1951. Twin Chrysler 330 hp, 5k generator. Beautiful original interior, large salon, full galley, spacious aft cabin, shower, 2 heads, sleeps 7, freezer, mic, AC, fresh bottom/brightwork, carpet, linoleum, curtains. Reduced to sell. \$27,000 (415) 369-3847 (lv msg).

LAND & SEA 28, 1973, with fly B., new 4 cyl diesel, with 2 kw Genset. Excellent cond. On tandem axel trailer. 110 gal diesel, anchor, windlass, very roomy. \$18,950 b/o. (800) 551-1194 (916) 791-0362 (eves).

61-FT TOLLYCRAFT, 1987 Motor yacht w/cockpit. Three staterooms, three heads, two w/showers, one w/tub and shower. Powered by two 8V 92 TIs and Naiad stabilized. This craft is air conditioned throughout, has a full compliment of electronics and has been maintained by a professional crew. Beautiful and available for inspection in Newport Beach, CA. As the owner, I'm handling this sale personally. For more detailed description and pictures, please call (801) 734-6400. Ask for Tami or fax your address to (801) 734-6556.

PARTNERSHIPS

PEARSON 30 SLOOP. 1/3 ownership, 1/2 up-keep. Berthed S.F. Marina, excellent condition, new furling jib, diesel, radio/telephone, new cushions, low maintenance. \$7,500. (415) 434-5534 (days), (415) 334-5884 (eves/wkends).

PARTNERSHIP(S) WANTED, shared expenses. 24-ft Catalina berthed in Sausalito. Call 388-4345 (eves/wknds).

TIMESHARE OPPORTUNITY. Enjoy our professionally maintained, well equipped Ranger 33. Prime upwind Berkeley berth, roller furling, knotmeter, depthsounder, Loran, VHF, Lectrasan head, CNG galley, wheel, safety package, more. 25% usage includes berthing, insurance, fuel, maintenance, etc. \$220/month. 525-7477 (eves).

WE ARE LOOKING FOR a couple/individual who would like to share our Orion 27 with us. She is in great shape, cutter rigged & a terrific boat to sail. (916) 865-8054 (lv msg).

ISLANDER 36, 1979, elegant sloop for recreational sailing and entertainment in the Bay. Has all amenities and is loaded with equipment. Available Wednesdays and Thursdays as one-fourth timeshare for \$300 per month. Berthed at Emery Cove Marina, Emeryville. Please call Amando at (415) 753-3607.

CAL 39 1/2 INTEREST FOR SALE. Berthed in Alameda. This is the 2 double stateroom, 2 head layout. Buy-in negotiable. \$500 monthly. Leave message at (510) 483-5843.

MACGREGOR 26, 1988. Water ballast, 1987 9.9 Mercury electric start, 2 batteries, stereo compass, VHF, bottom paint, porta-potti, trailer. Good shape. Interested in a partnership. Give me a call. Let's talk. \$9,000 b/o. (510) 799-6518, Cliff (eves).

C & C 29 1/2 INTEREST FOR SALE. Well maintained and equipped. Great racing/cruising boat. Partner avid racer. Berthed in Alameda. Asking \$12,000. (510) 521-7473.

GET RESPECT. Elegant, sexy, classic yawl, finest construction. Very satisfying. Traditional seamanship for competent sailors or those who want to get that way. Professional captain maintains, instructs, entertains clients, takes blame. Timeshare, co-ownership or use/option. (707) 823-9059.

EQUITY PARTNER(S) WANTED. 1990 Reinell 19' ski boat, 185 hp OMC 5.0 liter I/O, trailer with brakes, lots of extras including ski equipment. Great Delta boat. \$1,000. Buy in & share monthly expenses of \$272 or \$13,500 cash. Call (408) 395-3874.

NEWPORT 27. Clean, newer, well-equipped. Sausalito berth, boat can be moved to S.R. or Petaluma, 1/3 interest for \$200/month. Call (707) 575-3535 (w), (707) 538-0828 (h).

1977 CATALINA 30 in very good shape. Partners needed. \$600 buy in, 150/mo. payments. Roller furling jib, wheel steering, much more. Will also consider offers to buy. Call Roger (415) 434-4544 (dys), (415) 456-0421 (eves).

PARTNERS WANTED for 1986 Cal 33, berthed Sausalito. Excellent Bay cruiser/racer. Call Jim (415) 435-6016. Experienced skippers only.

LEASE/PARTNERSHIP 30-FT CAL sloop. Terms negotiable. Excellent condition. Lower Harbor Santa Cruz. (408) 426-9628 (eves). Exp. sailors only. No lessons.

1/5 OWNERSHIP IN WELL EQUIPPED Catalina 36. Berthed at Pier 39. Seasoned partnership of 24 years looking for qualified party to share the excitement. Good terms for share buy-in and low monthly maint. \$7,500. Call Elmer (916) 432-3095.

TRADE

FISHERCRAFT 29-FT HOUSEBOAT, 1979. Sale or trade (for a sailboat). Equipped, ready to sail. Lextbasan Waste Treatment System, icemaker, 200 hp Volvo i/o, 8-ft fiberglass dinghy, s/s BBQ, new batteries & marine charger. \$19,500. Call Terry. (408) 267-2671.

REAL ESTATE, single-family low leverage, high positive income, Sacramento, trade for 34-45 glass or steel sloop or cutter sail. Price range up to \$80,000. Call Bill Crosby (916) 635-7447 (lv msg).

TRADE CONDO FOR YOUR SAILBOAT. Your free & clear 27'-40' boat + \$15,000 cash, takes my sacrificed La Jolla/UTC "Golden Triangle" (San Diego), exquisite 3bdr/3ba, 2,053 sq. ft., condo. Assumable \$273,000 1st TD. (619) 467-1200 or 587-0526.

TRADE 145K EQUITY in unit apt. with positive cash flow in San Jose, CA for equity in sailboat 40' +. Racing cruiser preferred. Tax deferred exchange if possible. (408) 475-7373.

DELUXE 2-SPEED "PUKE" MOTOR BIKE. Low, low miles, plus cash for small sail boat and trailer, Pelican type etc. in good cond., fiberglass a plus. (415) 728-7038 (7-9 am best).

LARGE, BEAUTIFUL LOT In Los Conchas, Puerto Penasco, Mex. (Rocky Point) for sale at \$35,000 or trade for 35' + cruising sailboat or airplane. Call Charlie at (602) 720-4969 (Ariz).

CUSTOM 2-STORY, 3 bedroom, 2 bath, cedar home with 1200 sq. ft. shop on 5 acres, lots of pines, in sunny Southern Oregon. \$105,000. Will consider trade up to \$30,000 for 35-40 ft cruising sailboat. (503) 533-2269.

HANNA, CAROL KETCH, 37' LOD, 44' LOL. Heavy built double-ender, new wood, new 3 cyl Volvo, 3 anchors, winch, SSB, Loran, VHF, depth. Surveyed at \$45,000 b/o. Alameda. Call (510) 523-4038.



ATLANTIC MAIL PLUS
Mail Receiving & Forwarding • Voice Mail - Messages
• Small Messages while you're at sea
406A East 1st St, Long Beach, CA 90802 • (310) 590-0503, Fax (310) 435-3731

ISN'T IT TIME YOU LEARNED TO FIX YOUR OWN BOATING PROBLEMS??
Seminars held 2nd weekend of every month: Alameda, CA
Hands on Education! No Mass Lectures! Self Paced!
PACIFIC MARINE INSTITUTE (510) 522-7300



WOODRUM MARINE MARINE CARPENTRY
25 years experience • Competent • Dependable
Specializing in interior and exterior alterations and repairs Custom designing and construction in wood or fiberglass • Lon Woodrum, Prop. • (415) 332-5970



STORM LEATHER
CUSTOM MADE LEATHER COVERS FOR:
Wheels, Spinnaker Poles, Tumbuckles, Spreader Boots, Mast Boots
(415) 924-6510 • Larkspur, CA

DIESEL FUEL FILTERING
Process Scrubs, Polishes, Removes Algae, Dirt, Rust & Water from Diesel Fuel.
Includes Internal Tank Wash Down.
Save Your Injectors, Costly Engine Repair & Downtime.
Your Berth or Boat Yard. (510) 521-6797

HARRIET'S SAIL REPAIR
2041 Taylor st. S.F.
771-8427

WANTED

45-FT MOTORSAILER/TRAWLER, ocean going. Good condition, fuel efficient diesel. Private party, cash. Saunders, 4260 Buckhorn, Roseburg, OR 97470.

WANTED: ARIES "LIFT-UP" Self-steering wind vane. Complete unit, or near complete is OK. Call (916) 865-8054.

WANTED: TO RENT TRAILER to haul Bayliner 2855 ST (9'6" beam). Must be tandem axle or better with surge brakes. Need from 8/21-9/8/92. Call Russ (408) 379-7000 x 1299 (days), or (408) 866-5029 (eves).

CRUISING GEAR WANTED FOR 41-FT KETCH 6 per liferaft, windvane, watermaker, inflatable, o/b motor, sunshades, SS halyard winches, 3/8 anchor chain, anchor, rode, foul weather gear, Suspenders, hydraulic autopilot, 406 EPIRB, misc/whatever. Call Jim (408) 285-9789 (wkdays).

MONITOR WINDVANE, weatherfax, ICOM-M700 w/auto antenna tuner, 6-man Switlik offshore liferaft. (408) 438-2044.

ANY CONDITION, STUART TURNER P5 Marine engine. Alternately, would like to purchase similar engine in good condition, suitable for use in 1958 Pacific Clipper. (415) 389-9401.

NAUTICAT 33 OR 36 or comparable Fisher. Quick cash for right deal. Call C. Morgan (916) 481-6910.

BOATS FOR CHARTER

SAIL SAN JUAN ISLANDS, Gulf Islands, Desolation Sound, Princess Louisa Inlet, Chatter Box Falls. See it all. Co-charter 70-ft sloop. Call John (510) 234-2152 (lv msg).

SAN JUAN/GULF ISLAND CRUISING. 1992 Island Gypsy 32 aft cabin trawler. Comfortably equipped, efficient, diesel cruiser. \$1,250/\$1650/week. Prime time available! (206) 676-1340, Fax (206) 676-1346 (Bellingham, WA).

PUDGET SOUND TO BRITISH COLUMBIA. Cruise a C & C 35 equipped to sail these sheltered water in comfort and safety aboard "Hanalei", a first rate non-smokers boat. Call now for more information. (800) 484-9499 Code 2202.

SAIL BRITISH COLUMBIA. Anchor in a Northwest cove, sail the straits of Georgia, dine on fresh crab & native oysters. Hike a manzanita shore, awe the abundant wildlife. Join my vessel and me for educational sailing & wildlife expeditions of the highest quality. Develop your sailing competency and discover the majesty of British Columbia. "Dolphins on the Bow." (800) 742-6270.

USED GEAR

MAST, SLOTTED ALUMINUM, 29-FT, 3"x4" complete with head and some standing rigging. Also 11' wood boom. Call (707) 253-2176 (lv msg).

YANMAR DIESEL 12 HP. New head & injector, Velvet drive. Runs great. \$550 b/o. 388-9559.

LORAN FOR SALE Micrologic 8000. Little used. Works great. \$500. (415) 673-6170.

MARINER 8 HP OUTBOARD. Seldom used with owner's manual, repair manual and tool kit. See at Oyster Cove Marina. Call (408) 624-2509 (eves). \$700.

MAST, FIR, 39'6" X 4 1/2 X 3" double spreader w/jumper, boom, 13'9" x 4 x 2" w/sail, all hardware. \$1,350. (415) 493-4769.

TRADE MY CQR 45# for a Bruce 44#. For sale: 2 CNG tanks, regulator. Wanted: CQR 60#. (916) 395-1713.

WESTERBEKE 30 rebuildable core or great spare parts, two sets of injectors, inj pump etc. (510) 522-7300.

USED PROCTOR MAST AND BOOM for a snipe. \$175. (415) 776-1316.

FOLDING BICYCLES (2) DAHON. Hardly used. Stainless steel frame. 16" aluminum wheels, 3 speed, carrying case, spare tubes and tires. Stainless steel models discontinued. Too costly too make. \$550 for both. (408) 724-8188.

JOHNSON DELUXE 4 HP OUTBOARD Very few hours, all in fresh water. \$525. Lewmar wire halyard winch \$175. Benmar RDF \$85, 14" x 5.75" alum. opening port. (415) 457-0615.

WHEEL STEERING WITH HARDWARE from Pearson 30, used Pearson 30 main, unknown jib, near new cond, luff length 25'-8", 4 each 5" fenders, best offers accepted. (415) 726-0416 (lv msg), will return your call.

ALUMINUM MAST 36' LONG 3" x 4 1/2" base with boom, racing fractional rig with rigging. \$750. Good condition. New Norcold 1.8 refrigerator 12v/110 model D.E. 251 \$375. Still in box. 6 hp Johnson runs excellent \$350. (916) 243-7075.

ALBIN AD-21 DIESEL ENGINE. Runs good but needs TLC. \$900 or offer. (805) 772-8438.

BRONZE PORTHOLES (4) rect. w/oval top & bottom 15" x 21" opening. (6) round w/16" opening. Teak skylights (2) each 3' x 4', misc. large teak & bronze block & tackle. (1) Evinrude 8 hp outboard (s.shaft) good cond. All offers considered. (415) 383-5415.

85 HP MARINE DIESEL with transmission. \$2,500. (510) 522-7300.

SAILBOAT GEAR, 40-60% OFF most items: Staloks, winches, blocks, turnbuckles, Martec props, travelers, cleats, clocks, anchors, toilets, shaft logs, staffing boxes, cabin heaters, cabin lights, running lights compasses & much more. (408) 263-7633.

SAILS CHEAP. Used Dacron genoas and main from C & C 35. I-47 ft, J-15 ft, P-14 ft, E-12 ft. Plenty of life left in them. Reasonable condition. One or all. Make offer. (415) 892-6308.

WIND GENERATOR L.V.M. Never used. Cost \$640, sell \$350. Main - 115" x 155 for Catalina 30, cheap. 5411 Universal diesel engine rebuilt & runs great. Available @ end of season. Call (415) 572-1115.

HOOD SEAFURL SYSTEM model 2535, adjustable 43' 1/4" wire. Asking \$1,000. (408) 438-0321.

USED BMW 12 HP ENGINE. Low hours. New piston, head, injector. Includes transmission, control panel, spare parts and maintenance records. \$450. (510) 945-8036.

MONITOR WINDVANE. Some dents, but it's all there and it works. \$1,000. (510) 236-5716 (eves).

JUST RETURNED FROM CRUISING. Some of the goodies must go. All in very good to never-been-used condition. Magellan 6 PS, EPIRB, 3 hp o/b, Zeiss binoculars plus much more. Very reasonable prices. Please call (510) 814-0406 for complete list.

MUIR COUGAR 12V horizontal windlass, 1/4" H.T. Wildcat, new Profurl L31 7/16 pin, new, your choice, \$1,000. Danforth deepset, windline bow roller, triple rope clutch, check blocks, other misc. gear, most new, some used. (510) 524-7100 (dys), (510) 235-8046 (eves).

SANTANA 22-FT spinnaker North 1990. Excellent condition. \$400. 100% mylar jib, 1991, used 3 times, \$375. Call (510) 769-0602, 522-5838.

RAYTHEON 2700 MARINER RADAR \$200. Teak Bosun/propane deck lock, ID: 26 1/2 x 23 1/2 x 15 1/2, \$75. 110 to 12v converter, \$80. Thermatronic microwave/infrared marine oven, \$65. Magnavox MX4102 SatNav, \$400. All channel VHF, \$50. Hailer/listener, \$25. (415) 331-0728.

NORTHERN LIGHTS 5 KW DIESEL Marine generator M643. Brand new (60 days since purchase), never installed, still in original shipping crate, \$5,000. Complete manuals, some spare parts, includes upgraded instrument panel. Scott (209) 296-5288.

DAVITS, 1 1/2" stainless steel thick wall tubing, welded mounting plates and integral black. Came off 40 footer but can fit most boats, these are heavy weight davits. \$500 b/o. Ron (510) 436-2815.

8-FT WEST MARINE INFLATABLE new, still in box. \$300. Yeasu FT 757 antenna tuner, \$250. 275' - 7/8" 3 strand nylon line, \$150. Call (408) 446-9363 (eves/wknds).

HASSLER "MP2" self-steering windvane, \$675 complete including Servo blade, frame, lines and binnacle assembly, excellent condition, hardly ever used. Fred (415) 924-6069.

J-24 SAILS. Mylar genoa, jib and main. Never used. \$1,500. Certified 6-person Avon liferaft, \$1,500. Vitus hydraulic pump and ram. \$300. 45 lb Bruce, \$150. Nights (415) 697-9399.



CHARTER THE SAN JUANS
OUR CHARTERS START WHERE THE OTHERS LEAVE OFF!
Start your cruise in Friday Harbor. Power & Sail 30-45 feet
CHARTERS NORTHWEST (206) 378-7196
P.O. BOX 915, FRIDAY HARBOR, WA 98250

Cathy J. Porfilio

TRADITIONAL SAILMAKER

Sail Repair. Assessment. Consultation. Highest Quality. Best Rates.
Sail Repair Instruction for the Offshore Cruiser.
(415) 331-7654 • Pick-up and Delivery Available • Sausalito, CA

PACIFIC SAILING

Easing the way from dream to reality.
Consultation/Coaching
Extensive (150,000+ miles) offshore experience.
1600 ton master's license • (206) 754-8601

SAIL ALASKA

Cruise the Southeast Alaska Wilderness
Bareboat and Skippered Charters. Gene Buchholz, Captain
Waltzing Bear Sail Charters (907) 747-3608
4600 Halibut Pt. Rd., Sitka, AK 99835



MEXICO • SOUTH PACIFIC
CRUISING INSURANCE

(800) 655-9224
2811 Carleton, San Diego, CA 92106

FREE
MEXICO
CRUISING
GUIDES

MARINE SURVEYOR

Serving all Bay and Delta Areas

JOHN HALLANDER, P.E.

• Sail and Power • Fiberglass, wood, metal • 40 years experience
• Free phone consultation • No travel charge • 24-hr service available
Pt. Richmond (510) 237-8412 Bethel Island (510) 684-3454

HANDS-ON INSTRUCTIONAL CRUISES

Enjoy learning heavy weather sailing, anchoring, navigation, spinnaker & cruising skills. Join Solo TransPac skipper Mike Pyzel on a personally tailored 3-4 day liveaboard instruction cruise in Santa Barbara's offshore islands. Brochure. PYZEL NAVIGATION & CRUISING, P.O. Box 4217, Santa Barbara, CA 93140-4217 (805) 640-0900

CHANNEL ISLANDS CHARTERS

KAYAK TOURS OR BAREBOAT
(805) 382-1972



THE JOURNEYMAN
A COMPREHENSIVE SERVICE
FOR YOUR FINE YACHT
(415) 461-5487

☆ SYSTEMS INSTALLATION
☆ ELECTRICAL & MECHANICAL
☆ WOOD/GLASS FABRICATION
☆ MARINE FINISHES
☆ CLASSIC RESTORATIONS



Sewing Machine Resource

Commercial & Industrial • New & Used Machines
for Sales, Canvas, Upholstery, Cruisers
• Repair • Location • Consultation • Parts • Marine Fabrics •
By Appointment • Gordon W. French • (510) 680-8836



ORAN, MICROLOGIC 5500. Full documentation. Antenna coupler (no antenna). Runs perfectly. Carl (510) 523-2580.

STEREO CASSETTE w/graphic equalizer, 15 gal. bladder tank, 13 x 9 folding Martec Prop, Genoa, 34'6" luff, 31'2" leech, 17' foot, 15'6" lp, 2 na. 6 lb. propane tanks, new 1.5 oz. drifter 49'5" x 7'8", 40 lb Danforth anchor, 40' 3/8 chain, misc. shore power adapter/connectors, series 7 check block for 6 ropes. Roger, (510) 523-8773 (dys), (510) 352-5302 (eves).

MISCELLANEOUS

HELP. The Cal Sailing Club needs Laser hulls. Great write-off for next year's taxes. Call Sol Shumsky at 644-1482. We're also selling a 14-ft Avon inflatable that's in great condition.

BAY AREA WOMEN AT THE HELM (BAWATH), a lesbian boating club open to all women, invites boaters to join us for daysails, outings & other events. For information on upcoming sails call (415) 431-4644, (510) 525-6198.

NEW YANMAR DIESEL ENGINE 4HP air cooled with stainless steel frame mounted belt driven Westek 140 amp alternator and refrigeration compressor. System installed but not used. Unsuitable for my boat due to space limitations and weight (160 lbs). \$2,600. (408) 724-8188.

MAINSAIL P=39.0 E=12.0 \$250, new 110' wire - rope halyard 3/16, 7/16 \$75, two 26 ft. jack lines, new, 3/16, 5/16 \$75, three Micro 3" Cowi vents \$20 each, two 110' wire - rope halyards 3/16, 7/16 \$35 each, Schaefer rope clutch \$50. (415) 325-9744.

NEW SAILS FOR 39' BOAT made by Europe's best sailmaker. Storm main and jib, jib, genoa, main - luff 39', leech 42', foot 16'6". Area 317', 2 reefs, bolt rope/trav. (408) 245-1440 after July 7.

LOST ON MASTER MARINER DAY, May 23rd, 92, NW side of Angel Island, an 8' inflatable grey colored, w/the name "American" embossed on the tube. Attached, a 5 hp Suzuki o/b & tank. Reward. Call Ian Warrack, (415) 331-8294.

SAVE \$500 Club Nautique unlimited membership for a couple. Learn to sail with the best club in the area. \$3,625. Call (415) 927-3947.

BOATERS DELIGHT! Marina Bay Condo, 2 bdr, 2.5 bath luxury townhouse overlooking City Marina. Berths available, reasonable rates. Convenient Bay access. Panoramic views, SF skyline to East Bay Hills. Easy Marin County and SF commute. Asking \$172,000. (510) 215-5755.

MARINE SWAP MEET at City Yachts on Saturday, July 18th, from 10am to 4pm. The location is 10 Marina Blvd. San Francisco. Lots of great bargains. Call Mackenzie at 567-8880 to reserve a place. Space is limited.

SAILBOAT MOLDS for 24 foot Nightingale. Tom Wylie designed. Boats are fast, good S.F. bay boats. Can easily be modified to family performance cruiser. \$500 or I'll trade for just about anything. At this price you can build 1 and pass the molds on. (209) 384-3538.

WATERFRONT TOWNHOUSE APARTMENT, 32 foot dock and Ericson sailboat all for \$1500/month. Jack London Square location, 2 bedroom, 2 bath, balcony, fireplace, security parking, pool, spa, gym, tennis, clubhouse, waterview and walk to BART/Ferry. (510) 658-2995.

CREW

2 EXPERIENCED, bluewater sailors seeking delivery or crew positions on large multihulls for winter of 92/93. 40+, non-smokers ocean navigator. Write Alison, Box 1241, Ganges, British Columbia, V0S 1E0. or call (604) 537-4819.

SAILING TO NEW ZEALAND? 25 year old couple, enthusiastic, hard-working, fun, experienced sailors (incl. Transat.) are looking for crewing jobs on a boat going to N.Z. this summer/fall. Please call Chris (619) 222-1210.

PACIFIC CUP CREW AVAILABLE Nurse, sailor and cook in one, seeks passage to Hawaii. Call my sister at (415) 885-4800.

RETIRED SKIPPER OF 36-FT SLOOP "Elegant Lady" now laying Puerto Vallarta returning to Bay area for July, August, September. Desire 40+, attractive, intelligent, lady for first mate and sharing experiences. (408) 923-9042.

DO YOU REALLY WANT TO CRUISE? Opportunity for female crew or companion, trim, fit and healthy, into life, not causes, to join experienced cruiser, same qualities, beautiful 40' sailboat. White Cruiser, 4935 Serrania Ave, Woodland Hills, CA 91364.

TWO OFFSHORE EXPERIENCED crew wanted, to sail in Oct. 1993 to Mexico and beyond, on fully equipped Traveller 32, for 1 to 5 years. Please send sailing resume to P.O. Box 702, South San Francisco 94083-0702.

HANDSOME GWM SAILOR, 42, seeks exceptional partner for long term bluewater adventure. Offshore sailing experience helpful. Curiosity, an open mind, & a great sense of humor required. Adjectives we share: bright, masculine, confident, independent, adventuresome, easy-going, personable, healthy, balanced, financially & emotionally stable. No clones, tobacco or dogma. ETC, P.O. Box 2954, Friday Harbor, WA 98250.

DELIVERY, CHARTER OR INSTRUCTION. Licensed, bondable captain offers reliable seamanship in sail or power, large or small, bay offshore, anywhere. Your boat, or ours. Includes commissioning, inspection of hull, rig and systems. Voice or Fax (707) 829-7389.

SINGLE SAILOR EARLY 40s interested in meeting female counterpart to share the adventure of sailing the Bay & Delta evenings & weekends. We're both responsible, nonsmokers, attractive, trim, non-parents, & like to laugh. Let's talk. (415) 572-1115, South Bay.

ARE YOU A SEASON SAILOR? With a great sailboat? Looking for a petite blonde sail mate? I'm a new sailor, anxious to learn how to be an excellent crew hand. When can I come aboard? Please call Jeanne (415) 776-4422.

CREW WANTED: 45' wooden sloop "Isobar" needs crew for Caribbean (July), Bermuda (Aug. 1), Atlantic crossing, Azores, Portugal (Sept. 1), Seville. Share food costs only. Experience a plus. Boat is now in Caribbean. For more info. call Pam (415) 381-1662.

VESSEL OPERATIONS. Engineering, navigation, provisioning & administration capable couple w/license available for deliveries and/or permanent positions. Overseas experience & references. Call for resumé. (510) 849-9601.

GOING TO HAWAII, SOUTH PACIFIC? I am an experienced French sailor, 25 yrs. old and going back home westbound. I can navigate, repair, cook, share costs and lots more. Available July 1st. Call me and let's meet. Eric (415) 321-6094.

HAWAII BOUND will help crew & share expenses. I have no experience. Don (916) 637-4616.

SAILING COMPANIONS/CREW DESIRED. Skipper of Catalina 30 seeks additional courageous, energetic crew to sail on regular basis throughout year to learn cruising skills and navigation. M/F any experience level but must have goals and commitment. Frank (408) 720-1482 (eves).

BERTHS & SLIPS

PIER 39 MARINA BOAT SLIP for rent, 36' upwind lacing. Downtown San Francisco, shops, restaurants, phones, guards. \$250 mo. (206) 669-2511 Frances, owner. Option possible with 50% rent credit.

FOR SALE - 50' BERTH at Pier 39, San Francisco. \$40,000 b/o. Call Terry Stout (415) 491-4934.

40-FT SLIP FOR RENT double finger, upwind, Emeryville Marina. \$175/month, 12th month free. Lease is available. (702) 345-0170 (lv msg).

FOR SALE OR RENT, 40 x 15 ft slip at Emery Cove Marina, near Oakland-Bay bridge. Rent for \$165/mo or purchase for investment or personal use. Reasonable terms, assume, refi, or OWC. Modern facility. For details, call owner at (805) 525-5600.

EMERY COVE MARINA. 35-ft berth. Best upwind location. For sale, or lease at \$175/mo. Closest to entry. Also, 1/4 share of C & C 40 for sale. (415) 948-1272.

NON-PROFIT

LOOKING FOR A SAILBOAT? Get educated. Free 14-session seamanship course starts Sept. 15th - Tues & Thurs eves, 7:30 - 9:30 at Sausalito Cruising Club by qualified instructors of U.S. Coast Guard Auxiliary Flotilla 12. Text costs \$20. Register now. Call (415) 331-5714.

BOAT LETTERING

- GEORGE KELLY STUDIO -
HAND LETTERED AIR BRUSHED
255-1644

DONRU MARINE SURVEYORS

Serving the Central Coast and Bay
32 Cannery Row, Monterey, CA 93940
(408) 372-8604, FAX (408) 373-2294

UPC CUSTOM MARINE CANVAS PRODUCTS

Interiors & cockpit cushions, custom designs, dodgers, bimini tops, Delta enclosures, boat covers, sail covers.
Free estimates day or evening
(510) 536-4119, Oakland - Udon "Pon" Clark

VIEWS UNLIMITED!

Price reduced! Seller motivated! Houseboat berthed at Bamehill Marina in Alameda with sweeping view of Oakland Hills & Jack London Square.
2 bedrooms, 1 1/2 baths. Now only \$159,000.
Call Kathy Hirsch, Harbor Bay Realty • (510) 444-7443

SEAWOLF MARINE SERVICES • HELMUT W. TUTASS

Marine Surveyor and Appraiser
11072 San Pablo Ave., Suite 251
El Cerrito, CA 94530
1-800-SEAWOLF (732-9653)



MARCO POLO YACHT DELIVERIES

Professional Deliveries done anywhere, anytime. Power or Sail.
Also available for private lessons or charter engagements.
Experienced crew available, owners welcome.
Call Capt. Gregory M. Urban, USCG LICENSED-MASTERS 100 TONS
(510) 522-1086

ANDREW KURTZ YACHT CONSTRUCTION

New Work • Repairs • Maintenance
Shop or Mobile Service
(415) 332-7551

GREAT WHITE DELIVERY SERVICE

Anywhere - Power or Sail
USCG Licensed Master 100 Tons • Over 65,000 miles exp.
Reasonable Rates • Professional and Safe
(415) 399-9441

LIVE WITH YOUR BOAT AT YOUR FEET

AT MARINA BAY YACHT HARBOR
Gorgeous 2-story condo, 2 bedrooms, 2 1/2 baths, lots of storage space.
Great city and water views from every room! \$179,500.
Mason-McDuffie R.E./Louisa Reesor, agent. (510) 527-9800/524-8068

YACHT REPAIR

Fiberglass Work • Blister Repair • Wood Repair
Expert Paint & Varnish Work • Decks Refinished
All Work Guaranteed Reasonable Rates 17 Years Experience
(415) 331-9850

BUSINESS OPPORTUNITIES

BUSINESS FOR SALE Boatyard and travelits, marina & 5 bdrm hse. on 3 waterfront lots near Victoria on Vancouver Island, BC Canada. 1,550,000 Cdn. Wonderful lifestyle & seabreeze air. (604) 247-8909.

COLUMBIA RIVER FLOATING GALLEY in Portland, Oregon. Well established successful seasonal business catering to pleasure boaters, racers, walk-ins. \$50,000 b/o includes float, cedar-sided building, all restaurant equipment. Write Harbor 1 Galley, 9801B N.E. 13th, Portland, OR 97211.

ESTABLISHED BOATYARD IN ISLAND community for sale or lease. Marine store, woodshop, mechanic shop, haulouts to 18 tons on hydraulic trailer. Work dock, dryland storage, boat ramp. Michael Durland, P.O. Box 203, Deer Harbor, WA 98243, (206) 376-4056.

SWIMMING POOL SERVICE BUSINESS. Willing to trade thriving pool cleaning and repair business for downpayment on bluewater cruising boat. Own your own business. Present owner willing to train. Call (510) 465-2621 for details.

HELP WANTED

CAN YOU SELL ICE TO ESKIMOS? Are you ready to work with a terrific group of clients in a waterfront office? Can you handle the reality of making a living on commission? Do you know the difference between bilge water and Perrier? If you have answered yes to all of the above then we would like to hear from you to fill a new sales position at City Yachts. We're one of the oldest yacht sales on the West Coast and have sold some of the finest yachts afloat. Please send us your resume and we will contact you to set up a meeting. City Yachts, 10 Marina Blvd., San Francisco, CA 94123, Attn: Paul Kaplan. No calls, please.

SMILING INSTRUCTORS. Tradewinds, the oldest sailing school in northern California is looking for experienced sailing instructors w/strong sailing orientation. Parttime, top pay. Send resume to 1230A Brickyard Cove Rd., Pt. Richmond, CA 94801.

PEOPLE-ORIENTED PEOPLE NEEDED. Help me build my business, which is helping others build theirs. Flexible hours. Top dollar for those willing to work at it. \$100,000 in first year possible. A multi-million dollar international company. Dan (415) 726-0985.

CUSTOM CANVAS cushion shop needs person with management potential to sew and fit. Light, airy waterfront location. Experienced only. Apply in person: Downwind Designs, 71 Liberty Ship Way, Sausalito, CA. (415) 332-9593. Bring photos, references.

JOBS WANTED

TRUCK YOUR BOAT, fast and safe. Will tow your power or sail boat back from Baja or San Carlos. Your trailer or mine. Up to ten tons. Write: Scott Fletcher, Box 5094, Oracle, AZ 85623.

TOO LATE TO CLASSY

36-FT STEPHENS SEDAN CRUISER. Built in 1937. Twin 120 hp gas engines. Surveyed last year. Recent haulout. Great fun. Berthed in Alameda. \$15,000 b/o. Call (415) 431-1100 (dys).

ERICSON 27, 1976. Diesel, fully battened main (2 sets of sails), epoxy bottom, VHF, DS, KM, stereo, microwave oven, sleeps 5, many extras, good condition. Berthed in Alameda. \$15,900. (510) 846-8082.

PACIFIC 30, '72 KM, DS, auto, dual battery/solar, 15 hp o/b. Reduced, quick sale \$5,000. Call (415) 348-8400.

CHEOY LEE OFFSHORE 27. FG cruise ready, Mexico vet. Recent epoxy bottom, Awlgrip topsides, exhaust system, new in 1968: Westerbeke 2 cyl. dsl, Loran C, shrouds, Forespar club jib/rig, traveller, 4 cruising sails, 6 total. Can deliver, trailer. \$14,900 b/o. (415) 331-7576.

1974, CAL 2-29. Excellent condition, new factory diesel, new covers. Teak interior, sleeps 6, wheel steering, tabernacle. \$14,500 b/o. Call (408) 688-4266.

SANTANA 22 w/Sausalito berth. 1987 Suzuki o/b motor, 2 sets of sails with spinnaker. Very good cond. \$4,500 b/o. (415) 366-2850 or 366-4180.

FLYING DUTCHMAN 20-FT. Olympic class boat, fiberglass, alum. mast, good sails, dirty but fast. \$875. (510) 233-9511.

HUTTON 87 SLOOP, steel hull, 11 ft. 6" beam, diesel engine and generator auto steering, Loran, shower, hot water, gimbale stove/oven. Set up for ocean cruising. Can be cutter rigged. (510) 522-5835.

COLUMBIA 24 MK II. New main, 150%, 100%, spinnaker. 5'9" headroom, full keel, shoal draft cruiser, autopilot, Loran, VHF, 3 burner kerosene stove w/oven. All new rigging, Harken equipped, new Nissan 8 hp long shaft, sleeps four, well mannered in all conditions. Ready for Mexico or? \$6,000 b/p or trade for J24 or? (510) 889-0526.



EAST BAY SAIL CLEANING

One week on sail repairs.
Free estimates.
Bogart-Goring Sailmaker
(510) 523-9011

Sid's Signs

& Graphic Designs
Daly City (415) 266-8288
Redwood City (415) 369-4245

Dinghy or Yacht
Plain or Fancy
Hand Lettered or
Computer Cut Vinyl

Yacht Name
PORT CITY

OYSTER POINT MARINA SOUTH SAN FRANCISCO

**NEWLY EXPANDED! IDEALLY LOCATED!
COME SEE FOR YOURSELF!**

MARINA SERVICES:

BERTHING: 600 berths from 26-60 ft.
GUEST DOCK & BERTHING: Available at 30 cents per foot per night.
PARK/OPEN SPACE: Approximately 33 acres of park and open space with trails and promenades.
SWIMMING BEACH: 2.5 acres of beach.
FISHING PIER: A 300' concrete fishing pier.
LAUNCH RAMP: Two-lane concrete ramp with parking for 70 boat trailers and cars.
RESTROOMS AND HOT SHOWERS: Public restrooms and private restrooms with showers.
24-HOUR SECURITY
PUMP-OUT FACILITY: Located on the fuel dock.

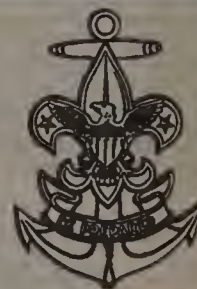
• SUMMIT MARINE SERVICES (415) 873-2500
CHANDLERY • DRY STORAGE • HAUL OUT • BOAT REPAIR
FUEL DOCK: Both regular and diesel.
CANVAS SHOP: Custom and repair.
• OYSTER POINT MARINA INN BED & BREAKFAST
415/737-7633
• OYSTER POINT YACHT CLUB
415/873-5166

For information call 415/952-0808

DONATE YOUR BOAT TO SEA SCOUTS

POWER OR SAIL

- YOUR DONATION IS TAX-DEDUCTIBLE. LET US SHOW YOU THE ATTRACTIVE VALUE AND SPEEDY TRANSFER THAT WE CAN ARRANGE.
 - ELIMINATE BROKER FEES, ADVERTISING AND BERTHING.
 - HELP INSTILL THE LOVE OF THE SEA AND BOATING INTO THE YOUTH WHO PARTICIPATE IN SEA SCOUTING.
- SEA SCOUTS ARE LOOKING FOR ANY CRAFT, POWER OR SAIL, IN SERVICEABLE CONDITION.
- 1991 TAX CREDIT



CALL US TODAY!!
OLD BALDY COUNCIL
BOY SCOUTS OF AMERICA
(Ask for Larry Abbott)

1 (800) 333-6599

YOURS FREE

Our full color brochure explains:

- How to fly Pole-less spinnakers
- How to decide which size furling genoa jib to buy
- How to decide if a fully battened mainsail is right for your boat.

FOR YOUR FREE BROCHURE, PHONE TOLL FREE:

1-800-341-0126

AMERICAN SAILS, USA

FREE LIST OF OVER 3,000 USED BOATS

FOR SALE BY OWNER

Includes seller's name and phone number

ABSOLUTELY FREE OF CHARGE

Call **1(800) 266-BOAT**

WESTERN BOAT LISTING
no commissions involved

YOUR #1 IN VOLVO PENTA

- 15 Years of Factory Trained Experience

1-800-326-5135

- Repower Center
- Largest Inventory of Parts & Engines
- Technical Advice at No Cost



145 THIRD STREET
SAN RAFAEL, CA 94901
(415) 453-1001
FAX (415) 453-8460

- We Ship Anywhere

Satisfaction Guaranteed

— Call Us Today!



ONE NORTH AMPHLETT
SAN MATEO, CA 94401

(415) 342-5625

WE'VE GOT YOU COVERED

- [] SAILS — REPAIRS/RE CUTS/CLEANING
- NEW LAM SAILS
- [] CANVAS PRODUCTS
- DODGERS/ENCLOSURES
- CUSTOM CANVAS COVERS
- [] CUSTOM BOAT CURTAINS

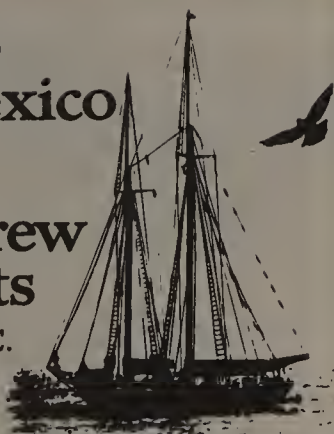
Cruising Insurance for Mexico No Seasons and Reasonable Crew Requirements



LONG and ASSOC.
MARINE INSURANCE

1318 SCOTT STREET,
SAN DIEGO, CA 92106

1-800-473-5664 • (619) 224-5678 Fax: (619) 224-7159



**NORTH
BEACH
MARINE
CANVAS**

IN
SAN FRANCISCO
543-1887

49 LUSK S.F. CA
NEAR SOUTH BEACH

GORE-TEX®
sewing thread
DODGERS
CUSHIONS
INNERSPRING

featuring

sunbrella
FABRIC
DELTA CANVAS
ALL KINDS
BOAT MATTRESSES



SAMS

**SOCIETY OF ACCREDITED
MARINE SURVEYORS**
National Headquarters
(800) 344-9077

Accredited Marine Surveyors Serving Northern California:

Campbell's Marine Survey, AMS
(707) 542-8812

Jack Mackinnon, AMS
(510) 276-4351

Richard T. Christopher, AMS
(415) 368-8711

Sherburne & Associates, S.A.
(800) 882-7124

Stuart Clark, AMS
(707) 538-1217

R.J. Whitfield & Assoc., AMS
(800) 344-1838

Custom Bedding and Accessories

Tired of half-on, half-off uncomfortable sheets? We customize any material, Percale Blends, 100% cotton, flannel, in solid colors, patterns (stripes, flowers); you specify your choice to fit your bunk exclusively, with elastic. All Blankets, Quilts, and Pillow Shams are tailored to fit *your* bunks also. Write or phone for a *free* brochure and price list.



Gift
Certificates
Available

P.O. Box 134
Poquonock, CT 06064
(203) 688-0468



Stockdale Marine

AND NAVIGATION CENTER

• Chandlery • Specializing in Trailerable Sailboats • Over 50 Boats on Display •

4730 MYRTLE AVENUE, SACRAMENTO, CA 95841 ~ (916) 332-0775 • Fax (916) 332-2500

SAMPLE BROKERAGE

WITH TRAILERS

19' Rhodes
20' Ranger
20' Santana (3)
21' Victory (2)
21' Freedom
22' J/22
22' Catalina (6)
22' Chrysler
23' Ericson
23' O'Day
23' Santana (2)
24' Venture
24' Neptune (2)
24' Windrose
25' Bristol
25' Catalina (2)
25' MacGregor
26' Balboa
27' Balboa (2)
30' Olson

WITHOUT TRAILERS

14' Sunfish (2)
17' Montgomery (sold)
22' O'Day
22' Pearson Ensign
25' Dufour
25' Lancer
25' Catalina
26' C&C
27' Catalina
27' Lancer Motor Sailer
28' Santana (pending)
30' Islander Bahama
30' Olson
31' Bombay Clipper
36' Catalina

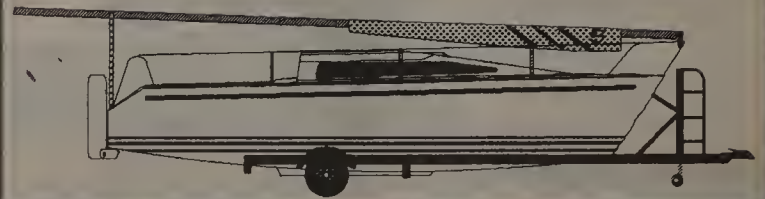
DEALERS FOR SANTANA

SANTANA 2023 IN STOCK

BUY EARLY FOR SUMMER SAILING

The 23' SANTANA 2023

The exciting new family trailerable from SCHOCK
More than a sailboat... it's a lifestyle !



Ready to Sail: \$13,500! (incl. trailer)

ADVERTISERS' INDEX

ABC Yachts 9
Acme Awning 79
Adventure Cat Inc 14
Airskins 68
Alameda Yacht Brokers 186
Allstate-Clayton 10
Alpha Marine Systems 168
Altamare Electronics 84
American Battery 44
American International Ind. Tool 75
American Sails 181
Arenas Yachts 23
Armchair Sailor 80
Avan Seagull 37,41
BC Navigation 28
Bailiwick Sails and Canvas 181
Ballena Bay Yacht Brokers 58
Ballena Isle Marina 191
Ballenger Spars 63
Bay Bridge Yachts 183
Bay Riggers 36
Bay Yacht & Ship 59
Bay Yacht Service 77
Bedmates 131
Bellhaven Charters 142
Benicia Marina 71
Berkeley Marina 14
Berkeley Yacht Club 23
Boater's Friend 49
Basun's Charters 140
Bottom Liner 53
Boy Scouts - Old Baldy Council 180
Boy Scouts - San Francisco 45
Boy Scouts - Stanford 183
British Marine 50
Brisbane Marina 81
Bruno's Island Resort 109
California Custom Canvas 57
Cal-Marine Electronics 37
Calif. Maritime Academy 109
Capitola Bay 40
Captain's Nautical Supply 66
Caughey & Associates, Brokers .. 187

Chula Vista Marina 169
City Yachts 38
Club de Yates Palmira 169
Club Nautique 42
Conch Charters 142
Creative Marine 109
Cruiser's Supply 82
Cruising Equipment Co. 81
Cruising World Pacific 6,7
Custom Yachts 12
D'Anna Yacht Center 189
Desolation Sound Charter 135
Detca 44
Diesel Fuel Filtering 84
Downwind Design 44
Eagle Yacht Sales 29
Eastern Shore Yacht Charters
Edgewater Yacht Sales 189
Edinger 10,17,18
Emery Cave Marina 16
Emeryville City Marina 8
Essex Credit 39
Farallone Electronics 29
Farallone Yachts Sales 32
First New England 45
Foley Inc. 24
Fortman Marina 12
Fraser Yachts - Sausalito 188
Ganis 63
Gianola & Sons 18
Gibson & Kuhn 109
Glen Cove Marina 41
Glen Cove Yacht Sales 185
Gold Coast Yachts 73
Golden State Diesel 44
Garman, Bill, Yacht Sales 15
Grand Marina 2
Group San Fran 82
H & S Yacht Sales 186
Hackworth Insurance 75
Harbor Boat Repair 24
Harken 155
Haynes Sails 24

Helmut's Marine Service 181
Helms Yacht Sales 30,31
Hewett Marine 27
Hey Sailor 73
Hogin Sails 70
Hood Sailmakers 48
Integre 187
Island Cruising 140
J-Boats West 33
Jazz Cup 22
Jahnsen-Hicks 56
Kappas Marina 22
Kensington Yacht 13
Lager Yachts 185
Larsen Sails 72
Leading Edge Sails 55
Lee Sails 75
List Marine 109
Long & Assoc. 181
Mac Donald Yachts 190
Marin County Boatworks 23
Marin Yacht Sales 184
Marina Village 19
Marine Canvas Shop 73
Mariner Boat Yard 29
Mariner Products 109
Mariner Sq Yachting Cntr 29-35
Marion, Sails by 29
Maritime Electronics 25
Martinez Marine 40
McGinnis Insurance 67
Meridian Yacht Sales 189
Metal Design 53
Metal Magic 45
Modern Sailing Academy 64
Monterey Bay Fiberglass 50
Nautor Swan 141
Nelson's Marine 192
Nor Cal Yachts 34,35
Nor Pac Yachts 183
North Beach Canvas 181
North Sails 11
O'Neill's Yacht Center 14
Oakland Yacht Club 40

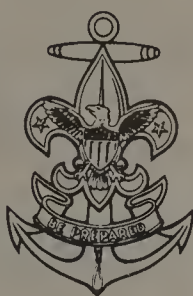
Oceanic Yacht Sales 184
Ockam Instruments 43
Olympic Circle Sailing Club 52
Oyster Cave Marina 67
Oyster Point Marina 180
Pacific Coast Canvas 65
Pacific Marine Exchange 55
Pacific Quest Charters 140
Pacific Yacht Imports 24
Pacific Yachting Unlimited 73
Passage Yachts 4,5
Pelafoam 40
Penmar Marine Co. 140
Peninsula Canvas 12
Peninsula Marine Services 65
Performance Charters 135
Petaluma Marina 44
Pettit-Marry 50
Pier 39 Marina 26
Pineapple Sails 3
Port Sonoma-Marine 61
Prelube 6 71
Premier Yacht Sales 190
Proper-Tighe 73
Pryde, Neil Sails 12
PUR 17
Questus 65
Railmakers SF Bay 49
Repo Halline 188
Richmond Boat Works 60
Richmond Marina Bay 75
Richmond Yacht Service 57
S.F. Boat Works 20
Sail Exchange 14
Sail Fiji 142
Sailing Connection, The 27
Sailworks 63
SAMS 181
San Juan Sailing Charters 142
San Leandra Marina 49
SAWCO 40
Sausalito Bay Gear 54
Scanmar Marine Products 37
Scan Marine Equipment 79
Schaonmaker Point Marina 17

Sea Frost 77
Sea Mist Skippers 24
Seapower 65
Seahorse Sailing 142
Shawboats 69
Sika Corp. 53
Sobstad 131
Solar Electric 14
South Beach Harbor 21
South Beach Yacht Club 22
Sparky Marine Electronics 12
Spinnaker Shop, The 67
Sporting Lives 55
Spurs 69
SR Instruments 63
Stanford University 27
Starbuck Marine Canvas 80
Stockdale Marine
& Navigation Center 182
Stone Boat Yard 46
Sun Yacht Charters 143
Superior Yacht Sales 185
Sutter Sails 16
Svendsen's Boat Works 47,51
Swedish Marine 73
Tasker, Rally Sailmakers 40
Tedrick-Higbee 20
Tipke 169
Tradewind
Sailing Center 74,76,78
Trask Yachts, Dan 33
Tropical Island Yacht Mgt 142
Vallejo Marina 69
Vessel Assist 41
Voyager Marine 62
West Coast Yachts 183
West Marine 77,79,81,83,85
Western Boat Listings 181
Westwind Precision Details 50
Whole Earth Access 57
World Yachts 188
Yacht Connection 186
Yacht Consulting Group 186
Yachtfinders/Windseekers 186
Yacht 'Destiny' 187
Yacht 'Fast Company' 184
Z-Spar 18

DONATE YOUR BOAT TO THE SCOUTS

Power or Sail

- Your donation is tax-deductible. Let us show you the attractive value and speedy transfer that we can arrange.
- Eliminate broker fees, advertising and berthing.
- Help instill the love of the sea and boating in the youth who participate in scouting. The Scouts are looking for any craft, power or sail, in serviceable condition.



CALL US TODAY.

STANFORD AREA COUNCIL
BOY SCOUTS OF AMERICA

Ask for Bob Dillard
(415) 327-5900



30' TOWNSEND. This bristol beauty was constructed and finished by master craftsman Dick Oberg. She's got on ample sail inventory and low engine hours! Super strong and very clean. Call now! **\$34,900.**



30' CAPE DORY. One of the best built sailboats in the world. She's ready to take you around the world! Alberg design, extensive equipment list, teak and holly sole, lead keel and much more. A great price of **\$38,900.**

25' CAPE DORY, 1982, w/trlr \$ 25,900
35' DUFOUR, 1979 \$ 59,500

38' WAUQUIEZ, 1982 \$114,500
44' CONTEST, 1983 \$189,000

WEST COAST YACHTS

CONSULTANTS • BROKERS • SAIL & POWER

1800 WESTLAKE AVE. N, SUITE 302 SEATTLE, WA 98109
206•298•3724 Fax 206•298•0227

BAY BRIDGE YACHTS

SAIL

22' TANZER, '74 OFFERS
25' O'DAY, '78 OFFERS
25' U.S. YACHT Sloop, '78 \$ 8,500
25' ERICSON Sloop, '72 \$ 5,700
27' CORONADO Sloop, '67 \$ 9,995
27' CAL Sloop, '75 \$ 10,900
30' CLIPPER Sloop, '77 w/trlr \$ 16,500
30' CATALINA Sloop, '76 \$ 25,000

30' PEARSON Sloop, '73 \$ 19,500
32' CLIPPER Sloop, '76 \$ 10,500
33' PEARSON Sloop, '75 \$ 29,995
36' PEARSON Cutter, '82 \$ 78,000
38' CHEOY LEE Sloop, '78 \$ 59,500
40' HUNTER Sloop, '86 \$ 85,000
41' MORGAN Sloop, '74 \$ 44,500
43' C&C LANDFALL, '85 \$125,000
45' COLUMBIA Sloop, '76 \$ 59,500

Most Boats At Our Docks • Quality Listings Needed

Oyster Cove Marina, So, San Francisco
Phone & Fax # **(415) 952-1387**

NORPAC YACHTS

SAN RAFAEL YACHT HARBOR

557 Francisco Blvd., San Rafael, CA 94107

(415) 485-6044

FAX (415) 485-0335

For great exposure, bring your boat to our sales dock.



44' TEAK MOTORSAILER

Ketch rigged. Loaded. Cruising vet. Excellent liveaboard. Dual steering stations. **\$69,000.**



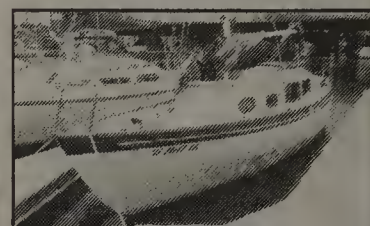
34' WINTHROP WARNER

Yawl. Bristol classic in excellent condition. Spotless inside & out! Owner must sell. **\$31,500.**



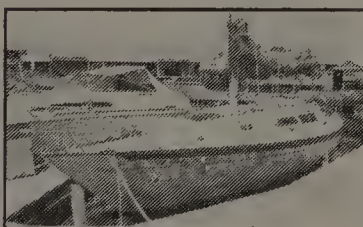
30' NEWPORT PHASE II

Inboard, many sails including spinnakers. Only **\$12,000.**



29' COLUMBIA

S&S design. Inboard. Fresh LPU. Needs some finish work. **\$7,500.**



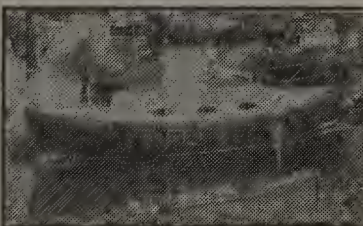
ISLANDER 28

1977. Wheel steering. Inboard diesel, spinnaker, gear, excellent for cruise/race. **\$19,995.**



FISHER 30 MOTORSAILER

Roller furling jib, inside steering. Safe, Bay cruiser. **\$39,000/Offers.**



PACIFIC SEACRAFT 25

Diesel, full keel ocean cruiser. Great looking double-ender. **\$14,500.**



24' COLUMBIA

24' ISLANDER BAHAMA
Both excellent full keel Bay boats in great shape. **\$3,500 each.**

SAIL - PARTIAL LIST

20' HOLDER trailer, clean 5,900
24' COLUMBIA Great Bay cruiser 3,490
27' NEWPORT 7,500
27' CATALINA 7,500
28' ISLANDER diesel, wheel steering ... 21,500
30' CATALINA diesel, clean 22,000
30' NEWPORT lots of sails 12,000
30' CHEOY LEE Bermuda ktrch, classic In F/G 24,750
30' WHITBY ALBERG new dsl, paint, excellent 24,900
31' HOLIDAY Sloop, Dutch built INQUIRE
35' JASON BREWER DESIGN CRUISER \$1,950
41' CT very clean 67,500
44' TEAK Motorsailer, radar, inside steering... 74,000

POWER

16' BEACHCRAFT '83, ski 4,950
21' INVADER '86, like new, trlr 11,990
21' CENTURY V/8, trailer 6,999
26' SEARAY SUNDANCER... '83 w/trlr 27,950
26' SEARAY SUNDANCER '85 24,900
28' TROJAN super clean 18,950
30' CHRIS CRAFT Constellation INQUIRE
46' CHRIS CRAFT 89,500

ALL THESE AND MORE AT OUR DOCKS

MARIN YACHT SALES, INC.

LOWRIE
YACHT HARBOR
40 Pt. San Pedro Road
San Rafael, CA 94901
Phone: (415) 454-7595
FAX: 415-454-2561



**PERFORMANCE
MOTORYACHT**



MEMBER



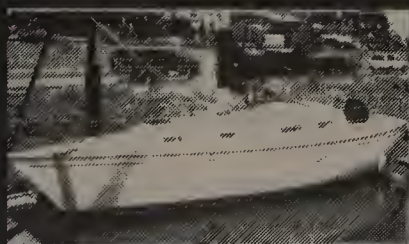
41' CT PILOTHOUSE KETCH 1975

Dual control stations, 70 HP diesel, owners double bed, separate stall shower, your chance to cruise in comfort and style. *For only \$98,500.*



38' DOWNEAST 1979

Just back from South Pacific and ready to go again. Clean.
Asking \$71,500.



34' PEARSON
1984 diesel sloop.
Wheel, sleeps six, new dodger,
new epoxy bottom,
very clean. *Asking \$68,000.*

32' WESTSAIL, 1979

A nice clean factory finished model, well equipped for liveaboard or offshore cruising.
Asking \$59,500.



(415)
331-0533

Fax
(415)
331-1642

OCEANIC

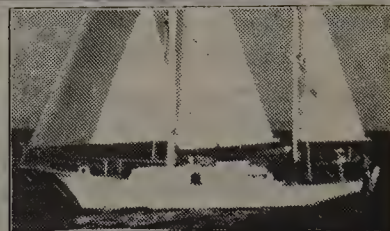
YACHT SALES, INC.

308
Harbor
Drive
Sausalito, CA
94965

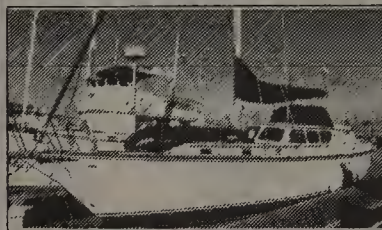
JOHN BAIER • PETE FROMHAGEN • TOM RAFTER • PETER SHEPPARD



1979 47' CRUISING KETCH by Perry.
An extremely roomy, huskily built, offshore vessel. It is in nice shape and is priced right at only
\$99,000/offers • PETER SHEPPARD



FUJI 32. This Japanese built, full keel cruiser is known for quality & seaworthiness. Owned by perfectionist couple, heavily equipped, excellent cruising value.
Turnkey. \$44,500 • JOHN BAIER



The **GULFSTAR 47** combines powerboat luxury & space w/proven sail performance. New engine, genset, epoxy bottom & systems. Excellent condition thruout.
\$139,000/offers • JOHN BAIER



48' CT. One of the Orient's best examples of value, Perry design, superb liveaboard/cruiser. From fireplace to sails, in impressive condition.
Asking \$135,000/offers • JOHN BAIER



GRAND BANKS.

Authorized Dealer



FOR SALE ~ "FAST COMPANY"

45' Ultralight Cruiser/Racer (13,700 lbs.)
Custom built, fiberglass sandwich construction.
Designed by Chuck Burns 1982, built 1983.

Westerbeke 2 cyl fresh water cooled 20hp diesel, 55 gal tanks.
B&G speed, depth and wind. Micrologic Loran.

3 spinnakers, blooper, 4 jibs, main & Daisy staysail,
9 Lewmar winches.

Head w/holding tank. Refrigerator, 2-burner stove w/oven.
All running gear included. Needs minor cosmetic work.

Located in Alameda,
Marina Village -
Gate 8 - #C12.

For further
information call
Arne Jonsson.

Work:

(510) 769-0602

Home:

(510) 522-5838

\$75,000



SUPERIOR YACHT SALES



SWAN 441
Several available.
CALL!

Now ~ 2 Locations to Serve You!

South Beach Harbor in San Francisco

Call (415) 543-2650

Embarcadero Cove in Oakland

Call (510) 534-9492



ISLAND TRADER 46
Motorsailer.
Great Liveaboard!
At Our Docks!

SAIL

23' Aquarius, 7.5 hp	\$ 3,950
27' C.S., diesel	\$19,000
27' Cal 2-27s	(2) to choose from! Call
30' Pearson, Atomic 4	\$22,900
30' Rawson Sloop	\$16,500
30' Hunter Sloop, diesel, priced to sell! ...	Call
31' Pacific Seacraft Cutter	Offers
32' Ericson, (2) at our docks	from \$25,000
32' Columbia Sabre, classic	\$ 6,400
41' Islander Freeport, all roller furl	\$95,000
43' Amphitrite Ketch	Offers
43' Hans Christian Ketch	\$134,500
45' Steel Ketch 70%	\$24,000

MORE LISTINGS EVERYDAY!
DREAMS FULFILLED HERE



Glen Cove YACHT SALES



1986
52' CUSTOM BUILT
Colvin design.
Just returned from Mexico -
Ready to return or head
north. Well equipped.
Owner must sell.
Asking \$115,000

SAIL

24' COLUMBIA, '65	\$ 3,900
25' CATALINA, '82	\$ 9,250
27' CATALINA, '71	OFFERS
27' DUFOUR, '78	\$ 15,900
27' BRISTOL, '71	\$ 8,000
28' NEWPORT, '75	\$ 13,500
30' NEWPORT	3 from \$ 22,500
37' SEARUNNER TRIMARAN, '79	\$ 33,000
39' LANDFALL MOTORSAILER, '77	2 from \$ 25,000
44' PETERSON DESIGN, '79	\$ 79,000
46' CAL 2-46 CUSTOM, '74	\$140,000
52' COLVIN, '86	\$115,000

We're Selling Boats - We Need Listings!

CALIFORNIA YACHT BROKERS ASSOC. MULTIPLE LISTING SERVICE
• OVER 6,000 LISTINGS • WE CAN HELP WITH FINANCING •

(707) 552-4206 • 800-281-9224

FAX: (707) 552-4296

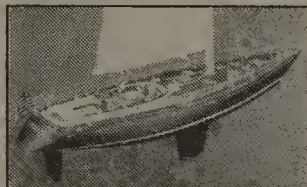
Off 780 Between Vallejo and Benicia Take Glen Cove Exit and Follow Signs to
Glen Cove Marina • 2024 Glen Cove Road, Vallejo, CA 94591

LAGER YACHT BROKERAGE CORP.

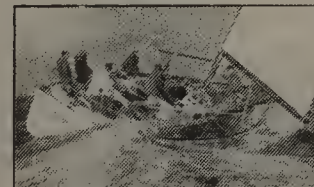
400 Harbor Drive, Suite C, Sausalito, CA 94965

Tel: 415•332•9500

Fax: 415•332•9503



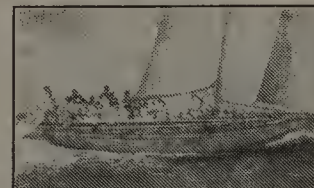
60' LADD DESIGN
Highest quality, fast, elegant
large interior, under construc-
tion, unique opportunity.



51' BALTIC, 1981
Complete racing & cruising
inventory. 4 S/Rs, full
electronics.



57' SWAN
Absolutely the finest Swan 57
afloat anywhere.



53' SWAN
Exceptional Swan 53. Ready to
race or cruise in the Swan
tradition.



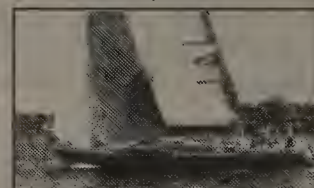
44' SWAN 441, 1979
Very light use, rigged for short
handed sailing, beautiful.



38' SWAN, 1978
Radar, pilot, full sail inst. r/sails.
Beautifully maintained.
Race/cruise.



58' ALDEN BOOTHBAY KETCH
First class yacht for comfortable
cruising anywhere. Pilothouse.
Reduced!



44' LAGER, 1990
Ladd design, outstanding quality,
race, cruise, aft cabin, teak
decks. Loaded.



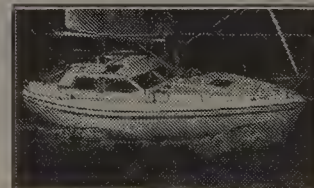
42' BREWER, 1984
Roomy center cockpit cruiser,
aft cabin, great family boat.
(sistership)



CAL 39 Mk II, 1978
Very well maintained, excellent
condition throughout, furling,
pilot.



**41' NELSON/MAREK
SERENDIPITY 1982**
Proven winner, current inventory,
excellent condition.



**33' MOODY PILOTHOUSE
MOTORSAILER 1991.**
2 stations, all furling sails, large
interior, as new.



38' CATALINA
Many custom features, updated
electronics. Nicest available!
\$55,000.



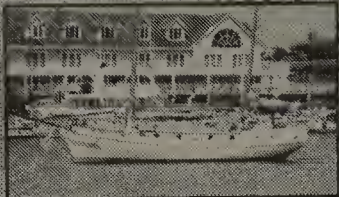
36' ISLANDER, 1975
Original owner, equipped for
cruising, great Bay Area boat.

NEW YORK • SAUSALITO



1980 ERICSON 38

AP, RF, Loran, refrig., propane, full Signets. Try \$59,500



1962 ANGLEMAN SEAWITCH

Built by American Marine. Tail rig, Rbt diesel & trans '91. This boat is in beautiful condition. Many upgrades. \$72,900



1983 ERICSON 35

Roller furling, propane, dodger, windlass, Loran, refrigeration. Try \$55,000



PETERSON 40 by Islander

This boat is loaded w/refrig, radar, roller furling, AP & much more. \$79,500.

- Selected Sail -

'81 Hess 19, w/trailer	14,500	'78 Cal 39 "10"	69,500
'86 Flicka 20, w/trailer	39,500	'79 Endeavor 40 C/C	Try 75,000
'77 Santana 30	17,500	'75 CT 41 PH	69,500
'75 Nicholson 32	35,000	'80 Downeast 41 PH	75,000
'82 O'Day 34	37,500	'75 Formosa 41	48,500
'76 Eric 35 II	29,000	'86 C & C 41	3 from 95,000
'67 Cal 36	35,500	'79 Perry 47	139,500
'76 Downeast 38	Try 54,000	'66 Cal 48	Try 95,000

Yacht Connection

3404 Via Lido, Suite B
Newport Beach, CA 92663



Bus: (714) 723-0223
FAX: (714) 723-1065



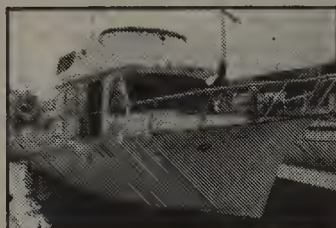
42' GRAND BANKS, 1981

Absolutely immaculate and loaded with equipment. Compare her price with other GB trawlers, definitely the best buy!
\$169,000.



37' RANGER

Excellent performer.
Many sails.
Diesel engine, skeg mounted rudder.
A real beauty!
\$36,000.



34' CHB

Just listed! 2 double staterooms w/head and showers, 135 Perkins diesel. Perfect Northwest boat!
Won't Last Long!
\$64,500.



38' DOWNEASTER

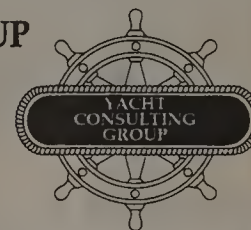
Diesel, refrigeration/freezer, Autopilot.
PRICE REDUCED AND OWNER VERY MOTIVATED!
\$50,000.

YACHT CONSULTING GROUP

955 Harbor Island Dr. #160
San Diego, CA 92101

(619) 688-7955

(619) 297-2440 FAX



HS YACHT SALES



'91 Hunter 37.5. X-clean trade-in won't last long. Loaded with gear, refrig, dodger, AP, knot, depth, WP, WS and more. Trades okay. Won't last at \$99,900.

SELECT TRAWLERS

1. 50' Grand Banks, 4 strm, pristine 229,000
2. 49' Grand Banks MY loaded/pristine 495,000
3. 42' Grand Banks 3 from 145,000
4. 42' Californian T-diesel 89,950
5. 36' Grand Banks 2 from 145,000
6. 34' Californian T-diesel, clean 71,900
7. 34' CHB S-diesel 57,000
8. 32' Grand Banks 2 from 69,888



34' Silverton Conv. '91 model trade-in. T454 Crusaders, 4kw gen set, knot, depth, Loran, VHF, fish finder, windlass, Bimini w/enclosure, like new, low hours. Trades OK.

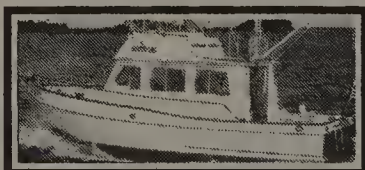
955 Harbor Island Dr., #110
San Diego, CA 92101
(619) 291-2600



2001 W. Coast Hwy.
Newport Beach, CA 92663
(714) 642-4786

SELECT SAIL

1. 44' Hylas '89/'90, loaded, pristine 225,000
2. 40' Hunter '85, clean 84,900
3. 40' Far East ketch, X-clean 69,000
4. 35.5' Hunter Legend '90, X-clean 72,500
5. 35' Hunter Legend '87 model 62,500
6. 34' Hunter 3 from 36,900
7. 32' Ericson '87, X-clean, loaded 54,900
8. 26' Ericson '88/'89, inboard, wheel 29,900



32' Grand Banks. 120hp Lehman, 3.5kw Onan, radar, AP, Loran, 2 VHF's, depth, knot, windspeed, windlass, new canvas & engine parts, maintained in GB condition. \$69,888.

SELECT POWER

1. 41' Mainship Grand Salon 2 from 146,500
2. 39' Sea Ray Express, X-clean . asking 149,000
3. 37' Silverton Conv. 2 available offers
4. 34' Silverton Conv. 3 from 69,000
5. 34' Sea Ray Sundancer, '89, clean 89,900
6. 34' Wellcraft Express Cruiser . 2 from 69,000
7. 30' Sea Ray Sundancer, Weekender from 42,500
8. 28' Chris Craft '90, X-clean, loaded ... 44,900

BANK WANTS OFFERS ON THIS REPO!



70' Rhodes design steel motorsailer.

Currently offered at **\$445,000.**

YACHTFINDERS

WINDSEAKERS

2330 Shelter Island Dr., #207, San Diego, CA 92106
(619) 224-2349

ENDEAVOUR 37', 1978

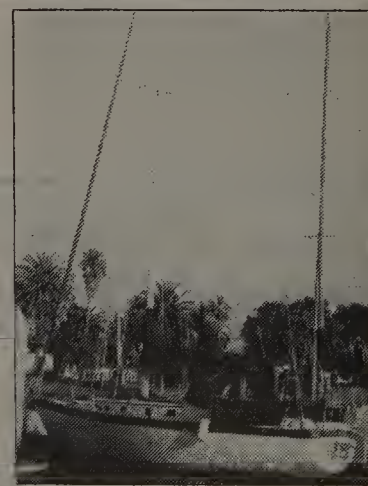
Excellent condition. Perkins diesel - rebuilt in 1989. New rigging both standing and running. Harken roller furling, dodger, new refrigeration, electronics, LPG stove & oven. This boat is in like-new condition.

Asking price \$69,500.

Possible owner carry.

ALAMEDA YACHT BROKERS

1070 Marina Vlg Pkwy., #102
Alameda, CA 94501
(510) 521-5532
Fax (510) 521-5534



MAJESTIC • HISTORIC • UNIQUE

The Schooner *Destiny*



Partnership dissolution demands the quick disposal of this world class yacht. Previously owned by Howard Hughes (Tool Co.), this 83' liveaboard log books are filled with history and people of grandeur.

FEATURING:

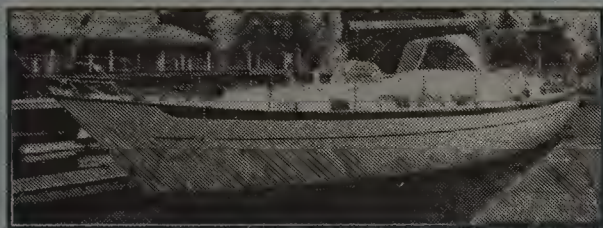
3 staterooms plus pilot berth, fully equipped galley with microwave and deep reefer.
2,000 sq. ft. of sails ~ 6-71 GM engine ~ Full instrumentation.

Quick Sale Price: \$155,000

(Reduced from \$250,000)

Docked in San Diego

1-800-289-8272 or 505-623-9726



PERRY 47

Customized Perry 47 ketch. Comfortable cruising with 8 kw genset, air, full electronics, 155 hp Volvo diesel aux., watermaker, refrigerator/freezer, full furling sails. It's unbelievable -- this boat has it all!
Asking \$234,500.

INTEGRE'S NEW DIRECTION

We welcome Scott Thomas to the staff of Integre Marine, Ltd. Scott is a "Director" in our sailing renaissance, offering his services in sales, sailing instruction (race and cruise), and charter captaincy.

Scott, his wife Morva, and son Matt, have recently returned from their South Pacific cruise aboard their Rafiki 37 and are making the Bay Area their new home. Prior to this return to the "beach", Scott had logged over 100,000 sea miles as skipper or crew aboard such famous "moxi" racers as *Black Fin*, *Windward Passage*, *Serena*, and others. Scott was company with these magnificent machines during their record breaking efforts in TransPac, TransAtlantic, Overtan Series, Col Cup, Bermuda, the S.O.R.C., and the local Big Boat series.

Call Scott to talk boats, talk cruise, talk race and to guide you through your recreation renaissance.

SAILBOATS ARE SELLING • NEED LISTINGS ~ PREMIUM SALES BERTHS AVAILABLE



YOUR KIWI KONNECTION

1155 Embarcadero
Oakland, CA 94606
(510) 465-6060

SHELDON CAUGHEY & ASSOCIATES

PURCHASE • SALE • CHARTER • BROKERS

OPEN 7 DAYS • FREE PARKING



Pilothouse Schooner, 1974
by Cunningham (US).
75'x56'x16.5'x7.5', 3304 cat, large accommodations. Our harbor.



40' Cutter Motorsailer, 1982
2 staterooms, 190 hours on Volvo 6 cyl. Full sail inventory. Like new dinghy. Our harbor. \$87,000.



44' Peterson Cutter, 1978
Immaculate inside and out. Refrig. Our harbor. \$92,500.



36' Freedom Sloop, 1986
Bristol, novice friendly. V + double, diesel, spinnaker, electronics +.



32' Ericson, 1976
Diesel, wheel steering. \$27,000.



30' Islander Mark II, 1976
Volvo Penta. Lots of sails. \$25,000. Sistership.



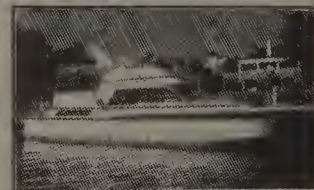
28' Newport, 1978
Owners repo. Very clean. Diesel. Sailaway \$13,500. Our docks.



52' Custom Kha Shing, 1985
Four staterooms, a/c, color radar, "her" galley. Our docks.



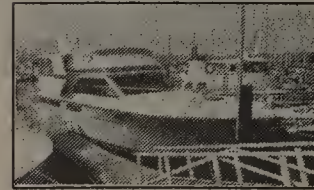
48' Californian, 1984
3 stateroom, cats, a/c, loaded with electronics. Our docks.



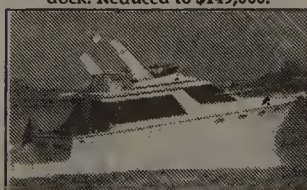
48' Custom Camarque Yachtfish, 1990. 375 cats. Simply loaded. Must see at our harbor.



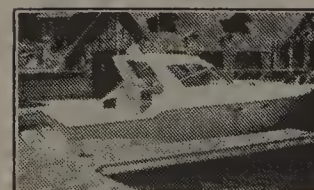
42' CHB, 1984
Twin 225 diesels. Gorgeously appointed & in Bristol condition. Our dock. Reduced to \$149,000.



42' Californian, 1986
2 queens, a/c, twin Crusaders with gen. Opportunity at \$185,000.



42' Ocean Alexander
320 Cummins, radar, pilot. Gorgeous. Our dock. \$215,000.



36' Tiara S-2, 1989
Rolls Royce quality. Queen, radar, a/c, loaded and see at our docks.

DEEP WATER LOCATION • SAUSALITO YACHT HARBOR
SPECIALIZING IN QUALITY YACHTS • LISTINGS WANTED
(415) 331-6200 • Fax (415) 331-6213
Sheldon Caughey • Temple Stuart • Robert Rosenbaum



Fraser Yachts

Keoni Warinner
Al Levenson
Bill Redfield

The Bay Area's International Yacht Brokerage Firm

SAN FRANCISCO BAY
320 Harbor Drive, Sausalito, CA 94965
(415) 332-5311 • Fax: (415) 332-7036

NEWPORT BEACH, CA 92663
3471 Via Lida - Box 2268
(714) 673-5252 • Fax: (714) 673-8795

SAN DIEGO, CA 92106
2353 Shelter Island Drive
(619) 225-0538 • Fax: (619) 225-1325

SEATTLE, WA 98109
1205 Westlake Avenue North
(206) 282-4943 • Fax: (206) 285-4956

62' MOTORSAILER,
'65 S&S/Minneford.
Handsome lines,
strongly built, fast
passagemaker. Very
well equipped.
Liveaboard, charter,
extended voyages.
Bay Area R.E.
considered.



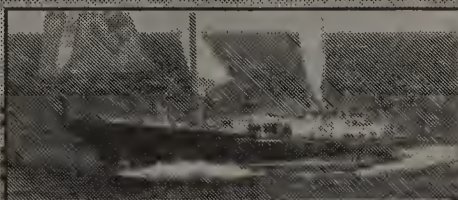
70' VAN DAM
Holland steel custom
ketch motorsailer 6
staterooms, 4 heads.
Ideal for elegant
charter and unlimited
cruising. \$369,000.

CLASSIC CRUISING HANS
CHRISTIAN 43 performance
class ketch. Copper fireplace,
marble table. Loaded with 12
winches, sails, custom features.
Ready for your dream cruise.
\$138,500.



BREWER 44 KETCH, 1985.
Perkins 4-236.
Roomy, bright
cruiser/liveaboard.
Priced to sell **\$112,000.**

65' ALUMINUM
SPARKMAN & STEPHENS
MS built by Derekor in '68.
180 hp GM dsl. Full rig and
sails. In excellent condition,
ready to go anywhere.
\$325,000.



PASSPORT 51 ketch, 1983.
3 staterooms w/ aft master
cabin, two heads. Total
accommodations for 10. Fully
equipped. Best priced
Passport 51 on the market at
\$259,000.

CALL THE SAN FRANCISCO BAY OFFICE • SAUSALITO • (415) 332-5311

REPO HOTLINE

510/523-8502



1985 ERICSON 30+ sistership
Diesel, very clean, offers.



42' BRANDIRIFF
Custom-built wood/fiberglass, Westerbeke.

SIZE	TYPE	YR	***POWER BOATS***	VALUE	BID
21'	REVENGE	COMING			
21'	CHRIS CRAFT	COMING			
25'	CHRIS CRAFT 84	230HP GAS, CANVAS		13,000	6,000
26'	CHRIS CRAFT 88	STINGER, 260HP TWIN		13,000	
30'	SEA RAY	85 260HP TWIN		24,000	24,500
SAILBOATS					
30+	ERICSON	85 VERY CLEAN, INBOARD		29,000	24,000
42'	BRANDIRIFF	82 CUSTOM BUILT WOOD/FG, WESTERBEKE		52,000	35,000

Unless otherwise stated, all boats are located in our storage yard, or at our docks at Mariner Square in Alameda.
Call if you need directions to our office. (510) 523-8502
(The data furnished is believed to be correct but not guaranteed.)

PLEASE CALL TO OBTAIN LATEST RELEASE AND CURRENT BIDS FOR OUR POWER, SAIL AND HOUSEBOATS. FILL OUT THE COUPON BELOW AND WE WILL CONTACT YOU WHEN WE OBTAIN LISTINGS THAT FIT YOUR REQUIREMENTS.

NAME _____

ADDRESS _____

PHONE Day: () _____ Eve: () _____

I am interested in: ☐ Power ☐ Sail Price range \$ _____

Length: (20'-25', 26'-30', etc.) _____

Type: (Fish/ Cruise/ Race etc.) _____

Send to: REPO HOTLINE 2415 Mariner Square Dr., Alameda, CA 94501

CALL FOR NEW HC/CHRISTINA PRICING & INFORMATION



WORLD YACHT CENTER

Exclusive California Hans Christian Dealer 33'-52'



HANS CHRISTIAN 38T

Whole wack from her crows nest! Cutter rig, windvane, AP, radar, SailNav, Loran, GPS, SSB, VHF, Ham radio, Tea Leaves (good manna) and dodger and you. **\$125,000.**

FREE

**BOTTOM
JOB FOR
H.C.
LISTINGS**

**1 YEAR
BERTHING
with purchase
of New Hans
Christian**

CALL FOR DETAILS



37' CUSTOM P.H. CRUISER, 1985

Xanadu is right here. Meticulous attention to detail by Professional seaman owner. A must see for the serious cruiser. **\$137,500.**

52'	CHRISTINA	.....	CALL
48'	AMEL MARAMU, '85	.....	\$215,000
47'	RHODES MOTORSAILER, '76	.....	\$119,000
46'	MARINE TRADER M/S, '81	.....	\$150,000
45'	COLUMBIA, '74	.....	\$ 59,000
44'	MASON	.....	\$210,000
44'	GULFSTAR, '82	.....	\$135,000
43'	COLUMBIA, '71	.....	\$ 75,000
* 43'	HANS CHRISTIAN	.....	\$138,500
42'	CASCAOE, Special Deal	.....	\$ 67,000
41'	KINGS LEGEND, '81	.....	\$ 77,500
40'	VALIANT, '76	.....	\$ 87,000
38'	GLOBE, '81	.....	\$ 90,000
* 38'	HANS CHRISTIAN MKII	.....	CALL
* 38T	HANS CHRISTIAN	 2 from S	\$ 89,500
37'	RANGER, '74	.....	\$ 42,500
37'	CUSTOM PILOTHOUSE Hardcore Cruiser	.....	\$137,500
* 37'	TAYANA, '78	.....	\$ 77,000
36'	ISLANDER, '77 & '73	 2 from S	\$ 33,500
35'	C&C LANOFALL	.....	\$ 65,000
* 35'	RAFIKI, '80, classic cruiser	.....	\$ 72,000
34'	COLUMBIA, '72	.....	\$ 29,000
* 33'	HANS CHRISTIAN	.....	CALL
33'	PETERSON, '76, fun!	.....	\$ 19,500
33'	ROUGHWATER, '76	.....	\$ 39,000
30'	BABA, tiller, '83	.....	\$ 63,000
30'	YANKEE SPARKMAN & STEPHENS	.....	\$ 28,000
24'	C&C, clean	.....	\$ 10,900

Also Power Listings



NEW SHOW DOCKS! At the Foot of the Park St. Bridge

2870 Chapman St., Oakland, CA 94601

(510) 536-2700

Fax (510) 536-2702

*** REPRESENTING THE BEST OF BLUEWATER CRUISERS**

TRIPP

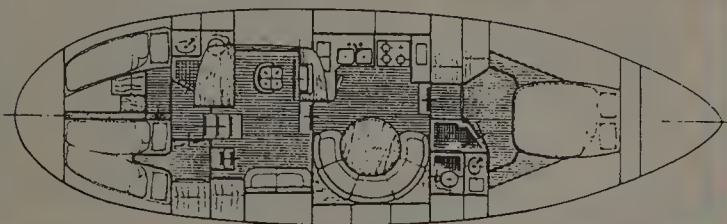
FUN SOLD HERE!

BOAT SPECIALS

27' CAL 2-27	\$13,950
28' ISLANDER	\$16,500
28' ERICSON	\$29,500
30' S2, center/aft cabin	\$32,000
32' Valiant, gorgeous	\$44,000
34' Catalina	from \$48,000
36' CS Yacht	from \$69,000
36' Islander, new rig, + paint ...	\$48,000
41' Caranado, a/c, lvbrd	\$49,900
46' Garden Ketch	\$149,000
46' Cal, a/c, cruiser	\$125,000
50' Santa Cruz, loaded	\$185,000



43' CHEOY LEE MS, 1983.
Impeccably maintained. Cruise ready. 3 gorgeous staterooms, large main salon. A motorsailer that really sails! Priced to sell ~ \$155,000.



FOR BEST BUYS & SERVICE SINCE 1974

D'ANNA

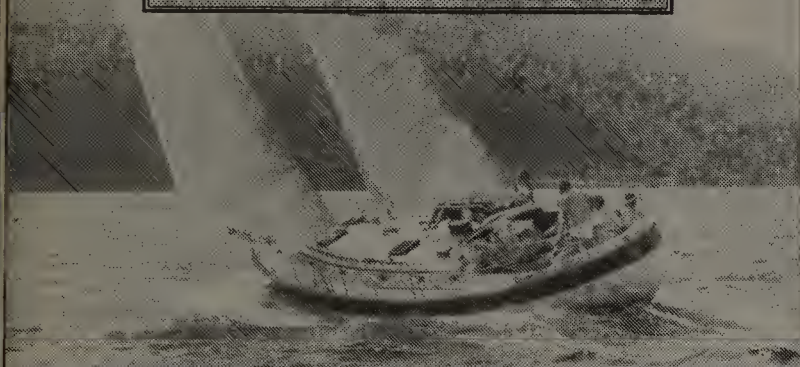
YACHT CENTER, INC.

800-262-5959

510-451-7000

11 Embarcadero West #100, Oakland, CA 94607

RARE OPPORTUNITY



47' VALIANT, 1982 - Rarely seen on the brokerage market (more likely sailing the world's oceans), this beautiful Valiant will be arriving at our docks July 4. Well equipped w/complete electronics, autopilot, generator and more. She's clean with no blisters. Come have a look. Attractively priced!

Valiant

32 • 37 • 40 • 47

Yachts



California, Nevada, Utah, Arizona

MERIDIAN

YACHT SALES

(510) 521-1246

2415 Mariner Square Dr., Alameda, CA 94501

Edgewater

YACHT SALES

ON SITE
SALES DOCK FOR
QUALITY LISTINGS

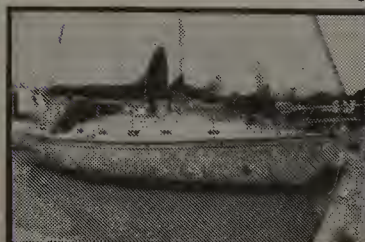
(415) 332-2060

1306 BRIDGEWAY, SAUSALITO, CA 94965 • Fax 332-2067



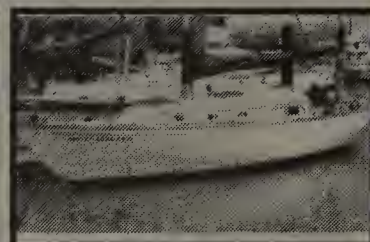
47' GULFSTAR

Roomy interior, popular ketch rig, well equipped, all in excellent condition. Local. Asking \$155,000.



37' HUNTER

Recent upgrades, dodger, loaded with equipment. Owner has purchased larger boat & must sell. At our docks. Asking \$39,000/offers.



36' CHEOY LEE

Luders sloop, teak decks, Valva diesel, excellent Bay & Coastal cruiser, loaded. Recent upgrades, looks like new. At our docks. Reduced to \$35,000.



34' CAL

New mast, rigging & sails. 50 hp diesel, 30 hours. New epoxy bottom, perfect family cruiser. At our docks. Asking \$29,500.



30' STEEL SHARPIE

1990 strong, well built & modern design. Good equipment, new liferaft. Local. Only asking \$9,000.



27' ALBIN VEGA

Built in Sweden, Albin 1B aux, dodger. Good inventory. Owner a perfectionist; vessel looks like new. At our docks. Asking \$9,500.



27' ERICSON

Diesel aux, spacious interior for six, well equipped for Bay or Coastal. At our docks. Reduced: \$15,900.

SAIL - PARTIAL LIST

51' PASSPORT	\$299,000
45' JEANNEAU, OPEN TO TRADES, BOAT/REAL ESTATE	\$175,000
44' NAUTICAT, 1980 FROM FINLAND, PILOTHOUSE KETCH	\$150,000
44' CUTTER, MASTER MARINER WINNER	\$ 40,000
44' HARDEN KETCH. PRICE REDUCED. AT OUR DOCKS	OFFERS/\$ 98,500
38' PACIFIC	REDUCED TO \$ 79,500
35' HUGHES	REDUCED TO \$ 39,500
32' WESTSAIL	\$ 45,000
32' ERICSON, DIESEL, DODGER/ROLL-FURL, LORAN, LOADED	\$ 27,000
27' BRISTOL	\$ 6,500
26' RANGER	\$ 6,000
23' RANGER WITH TRAILER	ONLY \$ 6,200

POWER - PARTIAL LIST

70' FANTAIL CLASSIC	TRY \$ 90,000
55' BLUEWATER COASTAL CRUISER 1988	\$275,000
52' LAKE UNION CLASSIC	\$ 95,000
52' HACKERCRAFT RESTORED TO BETTER THAN NEW	\$150,000
43' STEPHENS CLASSIC, TWIN DIESEL, SAUSALITO BERTH	\$ 20,000/OFFERS
36' MARINE TRADER, AFT CABIN TRAWLER W/BRIDGE, CLEAN	\$ 50,900
33' TROJAN SPORT MACHINE	\$ 98,000/OFFERS
31' UNIFLITE	\$ 23,000

PREMIER YACHT SALES

SAN FRANCISCO BAY
3300 Powell St., Suite 8
Emeryville, CA 94608
FAX 510.658.1635
(510) 652-2109



34' NASSAU '86. Cruising cutter, just back from Caribbean cruise. Very well maintained bluewater cruiser. \$65,000. Seller motivated!



41' DOWNEAST MOTORSAILER '80. Twin helm, furling, mid cabin, epoxied. Asking \$72,500.



40' ISLANDER PETERSON - Completely loaded and cruise ready. Lots of canvas, monitor vane, radar, inverter and on and on. Sail on for \$75,000.



30' WILLARD. Back on the market, super condition pocket cruiser built and equipped to go anywhere. Crealock design. \$39,500.



50' AMERICAN MARINE '62. Twin engine motorsailer, spacious and heavy duty. Gen set, radar. Asking \$72,000.



40' VALIANT PH Loaded. Includes roller furling main and jib. \$148,500. Ready to cruise!

40' VALIANT, '76. No blisters.....\$90,000



2-29 CAL '75. Clean, Bay area one-design diesel, engine, ready to enjoy this summer. \$18,750.



41' ISLANDER FREEPORT '80 Ketch. Great liveaboard, 73 hp dsl. The seller is motivated and asking on \$59,000. Your best buy!

**A
T
O
U
R
D
O
C
K
S**

ARRIVING AT OUR DOCKS ~ 37' GULFSTAR, 1977

Fully equipped cruiser. Radar, AP, furler, dodgers, inverter, liferaft, dinghy. Ready to turn around and go again. Plus epoxy bottom. \$77,000! Arriving June 15th from Cabo!

BROKERAGE OFFERINGS

SAIL

47' CELERE, Sloop, Yanmar D, New	\$325,000	46' HERSHINE Trawler, T-240 Perk, '86	\$225,000
45' COLUMBIA, Sloop, Perkins 4, '76	\$65,000	46' HERSHINE Trawler, T-275, '87	\$229,000
40' VALIANT, '76, No blisters	\$90,000	42' CARVER Sedan, T-454 G, '87	\$175,000
40' SCHUCKER Pilothouse, '79	\$96,000	42' GRAND BANKS Trawler, TD, '73	\$121,000
37' GULFSTAR, '77	\$77,000	40' ELCO Cabin Cruiser, '48	\$25,000 b/a
36' CS, Sloop, WestB 40, '85	\$69,000	39' STINGER, Offish/Race, T-400 Merc., '85	\$79,000
30' NEWPORT, Sloop, Volvo 13hp, '79	\$24,500	38' GOLDEN GATE, Sedan, T-200 Perk D, '85	\$79,500
27' CAL 2-27, New Diesel	SOLD	38' BAYLINER 3855, T-Hero Dsl, '88	3 from \$105,000
27' CATALINA, Sloop, '80	\$14,000	36' CHRIS CRAFT Sedan, '85	\$92,000
		34' CHB Golden Gate, S-120 Fd D, '81	\$55,000

POWER

74' NOBLE Chris C., '60	\$395,000	32' BAYLINER, 3270 dsls, '87	\$79,000
71' SAFARI Custom Motoryacht, '36	\$99,500	32' BAYLINER Avanti, '89, low hrs.	\$55,000
60' CHRIS Roomer, '74	\$145,000	32' CARVER Mariner, '87, loaded	\$79,000
50' LIEN HWA Motoryacht, '88	\$274,500	29' CATALINA, Cabin Cruiser, T-Merc 225	\$49,000
		25' ALBIN, '72, aft cabin, dsl	\$12,000

☆ Let us sell your boat! ☆
Listings needed immediately!

WE USE BUC - NATIONAL EXPOSURE FOR YOUR BOAT

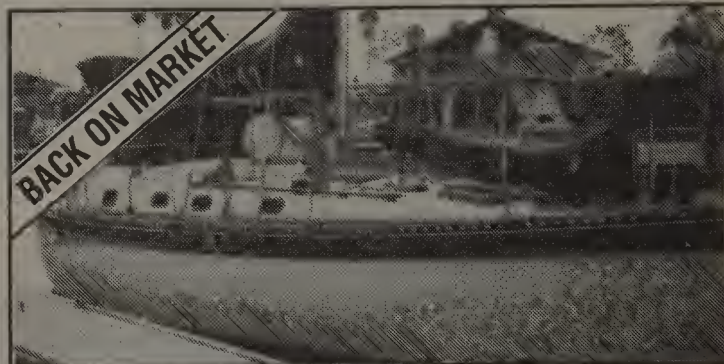


MAC DONALD YACHT

Brokerage • Insurance • Management

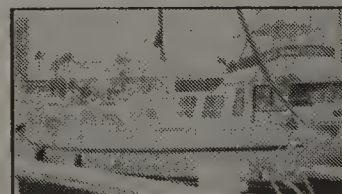
1450 Harbor Island Drive
San Diego, California 92101

(619) 294-4545
Fax (619) 294-8694



42' TAYANA

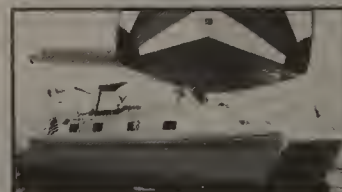
Bob Harris designed bluewater cruiser with custom interior, inverter, dodger, hydraulic back stay adjuster, 6-man LR. Compare this 42 with the other. You won't be disappointed! **\$117,000.**



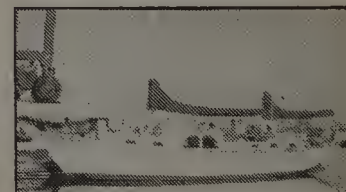
45' COLUMBIA A proven M/S. Having completed a South Pacific cruise. She is loaded w/gear and has new LP to boot! Call for details.



39' CAL MKII. This performance cruiser has a long list of gear. 2 time Mexico vet. Call for details. **\$85,000.**



30' ENDEAVOURCAT. Call for spec sheet and video. Soon to arrive for demo sails! Base price **\$93,500.**



45' RHODES. A classic C/C design. New paint on hull and topsides, AP, SSB, solar panels. A real beauty! **\$62,500.**

SAIL

30' Catalina	3 from 20,500
32' Allied, Seawind Ketch	49,900
32' Ericson	2 from 21,950
32' Westsail	2 from 51,500
32' Islander, Full Keel	Offers
33' Cheoy Lee Ketch	47,000
34' Cal 3-34	35,000
34' Columbia	26,000
35' CT Ketch	39,900
35' Ericson, 1986, loaded	65,000
35' Plver Tri	29,000
36' Catalina	3 from 46,000
36' Islander Freeport	64,900
40' Hans Christian Christina	194,500
41' Morgan OI	Offers
41' Islander	72,000
42' CT, C/C, Mermald	114,000
42' Tayana C/C, Back on the Market	117,000
43' Columbia	79,900
49' Transpac	Motivated - Offers
51' Formosa C/C	139,000
54' Hunter	130,000
54' CT	169,000



**YOUR CALIFORNIA ENDEAVOUR REPRESENTATIVE,
ENDEAVOUR CAT & 45'-68' C/C PERFORMANCE CRUISERS.**



CONVENIENCE

YOUR
FIRST MONTH IS
FREE!



Everything you need for ease of boating is at your slip or at the end of your dock. We have a chandlery stocked with loads of gear and a fuel dock ready to fill you up. There's a laundry and shower to keep you buffed and a deli and restaurant so you'll never go hungry.

At Ballena Bay boating is always a pleasure because it's always convenient.



**BALLENA ISLE
MARINA** ON THE BAY AN ALMAR MARINA
1150 BALLENA BOULEVARD
ALAMEDA, CALIFORNIA 94501
1-800-675-SLIP • (510) 523-5528

**CALL US FOR
GOLD CARD
SAVINGS**

Nelson's Marine

The Boatowner's Boatyard

BLISTERS??

The answer: gel coat peeling or soda blast.



JEFF DALY, a boatowner, a sailor, and bad news for blisters. It all started several years ago on a dive trip when Jeff first became intrigued by boating. Since then he's been dedicated to sailing and working on boats. He's done everything: rigging, lift operation and fiberglass repair. Along the way he picked up great experience peeling fiberglass with the latest in blister repair technology. Now at Nelson's, Jeff is a welcome addition to our established reputation for quality blister repair.

If you have a concern about blisters call us for a quote, you'll get a fair price and the best job money can buy.

Nelson's Marine

A FULL SERVICE BOATYARD

2229 Clement Avenue

Alameda, CA 94501

(510) 536-5548



PAINT SALE



FOR ALL NELSON'S HAULOUTS – *THROUGH JULY*

Valspar bottom paints on sale for all haulouts booked during the month of July.

Valspar paints from Jotun Valspar – a world leader in anti-fouling paint.



ALSO ON SALE: COAL TAR EPOXY.